

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXX., No. 35.]

SATURDAY, AUGUST 29, 1874.

[WHOLE No. 2,001, VOL. XLVII.]

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, August 29, 1874.

Union Pacific Railroad.

The Land Department of the Union Pacific Railroad Company reports the sales of land for the month of July, 1874, at 22,005.54 acres for \$100,558 07, or an average price per acre of \$4 57. The total sales for July 31, 1874, have been 1,035,784.90 acres, for \$4,719,367 79, or an average price per acre of \$4 55. The lands belonging to the company remaining unsold, now amount to 11,044,215.10 acres.

Land grant bonds issued	\$10,400,000
Less bonds cancelled by land department	\$1,574,000
Less bonds cancelled by trustees	731,000
	2,305,000

Leaving bonds outstanding July 31, 1874	\$8,095,000 00
Land notes on Land, July 31, 1874—principal (interest not included)	\$2,675,719 59
Cash in hands of trustees for the purchase of land grant bonds, July 31, 1874	\$34,203 38

Horse-Car Railroads of San Francisco.

Annexed will be found full and most interesting statistics relative to the ten main street-car lines of San Francisco and their six branches—the cars and horses they own, the total length of their main and branch lines, the total number of passengers carried by each in 1873, and the gross earnings of each of the companies during that year. We also append the grand totals for 1872-'73:

	Grand totals for 1872.....	Grand totals for 1873.....	Grand totals for 1872.....	Grand totals for 1873.....	No. of cars used, in 1873.	No. of cars length used, in 1873.	Passengers carried in 1873.	Gross earnings for 1873.
Omnibus (2 main, 1 branch)	280	30	6½	4,670,000	\$238,500			
N. B. and Mission (2 main)	250	36	6	4,274,702	213,735			
Central (2 main lines)	215	22	5	2,670,162	171,610			
Butler-st. (1 main, 3 branches)	180	19	8¼	1,750,000	113,750			
City (Wards, 1 main, 1 branch)	200	26	4	3,500,000	130,000			
Market-st. (1 main, 1 branch)	209	23	6¾	2,786,365	130,253			
Potrero and Bay View (1 main)	68	9	3½	537,578	38,984			
Clay-st. Hill (1 main)	22	10	2½	no returns received.				
	1,391	163	40½	20,189,397	\$996,832			
	163	41½	40½	18,901,574	935,812			

The street-car lines of San Francisco have never been very profitable to their builders, but they are monthly becoming more valuable, as the suburbs become filled with population. In a few years they will rank among the most profitable, as they are already among the safest local securities. The length of 41½ miles does not include the double tracks, but is based on the actual distance only over which the roads extend.

The Wells and Mankato (Minn.) railroad, forty miles long, will be completed October 1st,

Land Grants to Railroads.

The following statement, prepared by the Congressional Committee, from the books of the General Land office at Washington, shows the number of acres of land granted to railroads which have reverted to the Government under the conditions of their grant and the recent decision of the Attorney General. The lands will soon be again opened for settlement. They are distributed as follows:

	Miles.	Acres.
Jacksonville, Pensacola and Florida R. R.	160	600,000
Pensacola and Louisville R. R.	43	165,000
Alabama and Florida R. R.	150	374,000
Coosa and Tennessee R. R.	37	67,784
Mobile and Girard R. R.	140	300,000
North Louisiana and Texas R. R.	90	250,000
St. Croix and Lake Superior R. R.	220	1,186,000
Jackson, Lansing and Saginaw R. R.	50	180,000

Total 888 3,106,784

It has long been held that lands that have once been granted to railroads could not revert to the national domain except by some subsequent legislation of Congress. This opinion was held by Joseph Wilson, the late Commissioner of the Land Office, and has not been reversed until within a few days, when Attorney General Williams, in response to an inquiry of the Secretary of the Interior, decided that subsequent action of Congress was not necessary, and that original grants were to be interpreted in accordance with the real intent of Congress, and not by the principle of the common law as to conditions subsequent.

Russian Railways.

On the 1st of January, 1874, the Russian Railway system comprised a total length of 15,842 versts, of which 5,262 versts were State owned lines; 651 versts are in Finland. These figures refer only to lines already fully completed and worked; 1,740 versts more are in progress of construction, and 2,343 versts are projected. Of the 50 railway companies existing in the empire, only 10 have constructed their lines altogether without government assistance; the remaining 40 are guaranteed—20 to the full amount of their capital, the other 20 only to a partial extent. The entire sum annually guaranteed by the State in the shape of interest and repayment of capital

amounts to 51,177,627 roubles. In 1873 14,592,172 roubles, being 78.52 per cent of the sum total, were actually paid out of the exchequer. The charters granted to railway companies are for the most part terminable after between 75 and 85 years. Some small companies have charters only for 87 years.

Mobile and Ohio Railroad.

The following is a comparative statement of the earnings and expenses of the Mobile and Ohio Railroad for the fiscal years ending December 31, 1872 and 1873:

Earnings:	1872.	1873.
From freight.....	\$2,089,681 25	\$2,074,794 84
" passengers.....	734,970 39	596,605 14
" express.....	67,150 00	68,000 00
" mail.....	60,705 95	61,727 40
	\$2,952,507 59	\$2,801,127 38
Expenses:		
Repairs of roadway..	\$574,768 35	\$514,247 85
Repairs of machinery.	522,211 34	522,037 21
Conducting transp....	792,076 92	820,378 47
Bureau expenses.....	41,162 57	39,500 86
	\$1,930,219 18	\$1,896,264 39
Net earnings....	\$1,022,288 41	\$904,862 99

Compared with the year 1872 the gross earnings of 1873 show a decrease of \$151,380 21, with a decrease in expenses of \$33,954 79, making a decrease in the net earnings of \$117,425 42. The President in his report presented at the annual meeting of the stockholders held in Mobile on the 21st of April, 1874, says:

The receipts for 1873 were less than for 1872 by \$151,380 21, of which \$96,622 82 was in passengers alone during the panic months. During the first eight months of the year under review the business had steadily increased, and the prospects for the remaining four months were cheering. But on the 18th of September the most destructive financial storm burst upon the country ever known in its history. The development was first announced by the failure of two large banking houses in New York that were agents of the government, and had thereby an endorsement that gave to the market confidence in their strength.

The sudden shock thus given to public confidence was followed by the wildest excitement at all the money centres, even the banks presenting the anomalous spectacle of inability to continue—not specie—but currency payments. As might be expected, the business of the country was at once paralyzed, and even now, after seven months, is but slowly recovering itself. Acting upon the experience of the mariner who, when overtaken by storms, "takes in sail," your Directors at once set about the reduction of expenses in all departments by curtailment of forces and wages, confining all expenditures to what was only of absolute necessity for the protection of the property and the efficient operation of the road. By means of this it is believed that your net earnings will, for the present year, equal, if not exceed those of former years, while the economy being practiced by the people, added to the great stimulus forced by necessity in the direction of productive industry will, in the end, restore the country to a prosperity in which you are largely to participate.

The proposition for issuance of new stock submitted by your authority at the last meeting, was sanctioned by a vote approaching to unanimity, and was responded to by a large majority of the holders by payment of first installment of five dollars per share on first of July last, but the disastrous storm that followed prevented the larger number from completing the payments, thus leaving the company with an amount of uncollected stock which necessarily required should be utilized, to accomplish which, bonds of the company were issued, convertible into stock, at the pleasure of the holder, at the same price at which it had been

forfeited to the company—all shareholders having been allowed stock to the full extent of payment made.

Under the advice of the best financial minds, your Directors have issued a consolidated mortgage bond for fifteen millions of dollars, depositing with trustees for the protection of bonds issued under former mortgages, twelve and one-half millions, and leaving the company with two and one-half millions unappropriated, and which may be hereafter used by our successors in the discharge of liabilities and the improvement of the property.

The condition of the roadway and rolling stock as exhibited in the report of the Chief Engineer and General Superintendent, will be found very satisfactory. The regularity with which trains have been run and the continued exemption from serious accidents, is just cause for congratulation, and more especially so in a season of unprecedented rains, when nearly all the roads in this region have been seriously injured by freshets, from which yours has been exempt, showing conclusively that your line was not only judiciously located, but substantially built.

The Oktibbeha Branch has been completed, a distance of 4½ miles west of Artesia, and trains are now running over it daily; a contract has been made for grading the remaining distance to the town of Starkville, payable in the bonds of that county and town. The interest on these bonds has been promptly paid, and the bonds maturing in July next have been paid in advance of their maturity. The people of that county are deserving more than a passing notice, as they have, in a season of unprecedented pressure, and while laboring under an onerous tax, promptly met their engagements in full. You can safely rely that such a people are in earnest in seeking connection with your main line, and are possessed of resources that promise a profitable traffic with you.

There is a steady increase in manufacturing and mechanical enterprises along the line, which promise you not only a more diversified traffic, but a continuous one throughout the year.

The enquiry for lands has been for some months past on a much larger scale than heretofore known. The lumber men of the East and West are looking with eager eyes to your rich pine forests, while agriculturists of the colder regions are seeking a location in a more friendly climate. The sale and settlement of your lands looks promising, and nothing can be more desirable for your company, as it not only brings money in the treasury from its sale, but locates a permanent producer on your road, who is to aid for all time to come in swelling the volume of your business.

But little progress has been made since your last meeting with roads that proposed to connect with you. The financial storm had the immediate effect of stopping all new enterprises, and the time is probably distant when they will be able to resume work, as the men of capital are impressed with the belief that railway enterprises have been multiplied beyond the necessities of commerce, while they fear hostile legislation, either by the general or State government, that may affect the earning power and threaten the safety of their investments.

The floating debt, which in times such as we have experienced the past few months, becomes extremely embarrassing, is being steadily reduced by the economic plan adopted of suspending improvements and reducing all expenses possible. The policy of your Directors is to retire it at the earliest possible moment, and their efforts are being specially directed to that end.

The road is 472 miles in length, extending from Mobile, Ala., to Columbus, Ky., with branches from Narkeeta, Miss., to Gainesville, Ala., 21½ miles, from Maldon, Miss., to Aberdeen, Miss., 9½ miles, from Columbus, Miss., to Artesia, Miss., 14½ miles, and from Artesia to Starkville, Miss., 11 miles—making a total of 528½ miles owned

and operated by the company, of which 56½ miles are branches. There are also 47½ miles of sidings and other tracks.

The cost of repairing each mile of road, including ballasting and new rails, in 1873, was \$794 15; repairing bridges and trestle work, \$122 26—total, \$916 41, against \$1,057 89 in 1872. During the year 24½ miles of new iron, with fastenings, 232,005 cross-ties, 218,795 new fish-bar bolts, and a large number of spikes were used in repairs.

There were 93 engines in actual use in 1873, of which 5 were new Baldwin engines, purchased in January of that year.

The rolling stock consists of 37 passenger, 1 sleeping, 11 baggage and mail, 6 express, 678 box freight, 290 platform and 38 stock cars.

The service and performance of the locomotives during the year is as follows: on passenger trains, 549,636; on freight trains, 676,626; on gravel trains, 177,114; switching trains, 112,645—total, 1,507,021—a decrease, compared with the previous year of 114,460.

The earnings per mile of road were: from passengers, \$1,156; from freight, \$4,021; from mail and express, \$251—total, \$5,428, against \$5,720 in 1872.

The number of passengers carried was 322,717; do. carried one mile, 14,183,438. Tons of freight carried, 347,588; do. carried one mile, 54,201,544. Decrease in number of passenger, 76,767; and in mileage of do., 2,129,080. Decrease in tons carried, 26,943; and in mileage of do., 1,197,758. Number of bales of cotton moved, 206,286, against 184,676 in 1872. The Superintendent, in his report, says:

An additional wire has been erected between Corinth and Jackson, Tenn., which has completed the necessary facilities for this all important branch of the service over the entire line. By its instrumentality, the rolling stock which would otherwise have been entirely inadequate was made to approximate the demands upon it, even in the busy season, and is the following manner:

The road is divided into five freight divisions, each run separately. As far as practicable, trains are made up into local and through freights for each division. These "locals" are run on schedule time, stopping at all stations for the transaction of business; whereas, the "throughs" stop only for wood, water and at meeting points. These last through telegraph trains, were enabled to make nearly double ordinary schedule speed, without running objectionably fast. This system has proved a very great success in an economical point of view since its adoption towards the close of the year, and has given additional satisfaction to the public, combining as it does, safety and speed.

In the summer months when business is lightest, weather finest, days longest, and consequently most work can be done, trains will be run almost exclusively by schedule to enable section hands and working trains, temporarily increased in number, to attain the utmost efficiency.

New general offices have been erected at Mobile, of such a character as to meet all reasonable requirements for many years to come. Several station buildings have been improved, and cotton platforms generally renovated, especially that at Mobile, which is capable of receiving 5,000 bales of cotton. This last has been surrounded by an enclosure—wall in front and fence in rear—intended to prevent hereafter the losses by theft which have been incurred in the past.

The water stations on the road have also received attention, having been greatly improved, and in many instances rebuilt. Two new turntables of an approved plan were greatly needed, and have been constructed—one at Macon, and

the other at Baldwin—both points division termini. Additional side tracks have been made at Mobile, Shubuta, Macon, Baldwin, and Columbus, Ky.—those at Jackson were already sufficient—by means of which, the separation of division "through" from "local" freight cars, has been greatly facilitated.

The paint shop at Whistler has been nearly doubled in capacity, an improvement absolutely required to preserve the passenger equipment, as well as maintain its neat appearance.

The half of a new 28 stall round house at Whistler, has been commenced. The foundations are in, the turn-table pit completed, a new iron turntable purchased, but not yet erected, and the greater part of the necessary materials secured. The prompt completion of this improvement is urgently recommended, as at Whistler are located, not only the mechanical headquarters of the Southern Division, but the principal repair shops of the company. The old round house having fallen into decay and been removed, there is no shelter for the locomotives nor those employed upon them. A double loss is thus incurred by the unnecessary exposure of men and machinery to the inclemency of the weather.

Two or three stations of comparative importance are without station houses. The construction of them at an early day, on a simple and economical plan, is earnestly recommended.

The year 1873 towards its close, has proved a very trying one to all railroad interests, including those of the Mobile and Ohio Railroad. Expensive preparations were made for a large fall business which never came, and hence net results have been injuriously affected. The preparations made, have, however, borne good fruit, inasmuch as the movement of trains during the past winter have been so economical, regular and free from accidents, as to compare favorably with that of any railroad in the country.

The Chief Engineer and General Superintendent, A. L. Rives, Esq., in concluding his report, says that since entering into office in May, 1873, he has given special attention to improving the attractiveness of the passenger equipment, to reducing the stoppage of trains at stations to a minimum, to increasing the average number of cars to the freight train, to the introduction of greater system generally, and latterly to the strictest possible economy consistent with safety. In these attempts, the hearty co-operation of the employees generally has been conspicuous, and is cordially acknowledged.

CONDENSED BALANCE SHEET, Dec. 31, 1873.

Cost of road and equipment.....	\$17,303,161 50
Donated lands.....	1,796,153 11
Additions to rolling stock, etc.....	532,880 63
Real estate.....	93,918 91
Cairo Extension.....	53,362 14
Okibbeha Branch.....	39,689 34
Supplies on hand.....	393,078 82
Railroad and County bonds.....	308,255 11
Convertible bonds.....	605,375 00
Railroad stock.....	288,232 44
Sinking fund 1st mort. sterling b'ds	82,634 90
Sinking fund Tennessee substitution bonds.....	17,249 18
City of Aberdeen—advanced to Aberdeen Branch.....	21,901 11
Interest on 1st and 2d mort. bonds paid in 1873.....	836,049 59
Interest paid on floating debt.....	117,527 98
U. S. Quartermaster's department..	132,044 07
Bills receivable, secured by collaterals.....	59,875 58
Individual balances.....	19,905 76
U. S. Post Office Department.....	15,353 76
Connecting roads and agents.....	74,520 43
Uncurrent funds—Mississippi notes	4,709 00
Cash balance.....	25,500 22

\$23,021,378 58

Capital stock—active, 53,206 shares \$5,320,600 00

Convertible reserve—40,-

000 shares.....\$4,000,000

Less par value of convertible bonds issued (in part of \$1,000,000 authorized)..... 847,975

3,152,025 00

Funded debt (\$12,073,953 47)

viz:

First mortgage bonds..... 9,719,120 00

Second mortgage bonds..... 1,453,858 46

Special, Gainesville Branch bonds..... 53,000 00

Convertible 8 per cent bonds..... 847,975 00

Floating debt (\$1,451,647 77) viz:

Bills payable, maturing 1874-75... 1,018,882 45

Auditor's warrants..... 156,080 15

Pay roll warrants..... 129,272 77

Call loans, New York and Mobile.. 147,412 40

Sales of donated lands..... 84,166 00

Sales of station lots..... 8,860 46

Earnings less operating expenses, 1873..... 904,862 99

Profit and loss..... 25,262 89

\$23,021,378 58

President.—WM. BUTLER DUNCAN.

Vice President.—JOHN J. WALKER.

Directors.—W. P. Halliday, of Illinois; W. D. Dunn, J. J. Walker, W. H. Pratt, M. Waring, H. Hall, of Alabama; A. J. Gillespie, A. Murdock, of Mississippi; W. B. Duncan, David Utley, R. K. Dow, W. H. Hayes, Chas. Bard, of New York.

Secretary & Treasurer.—ALONZO L. WILLOUGHBY.

Auditor.—OLIVER S. BEERS.

Consulting Eng.—L. J. FLEMING.

Chief Engineer & General Supt.—A. L. RIVES.

The Lake Superior Iron Mines.

A Marquette (Mich.) correspondent writes: "The great iron region may be roughly described as lying from twelve to thirty miles back from Marquette, and reaching into Wisconsin, a distance of one hundred and fifty miles, making such a magazine of iron ore as is nowhere else known. There are now in active operation more than fifty mining companies, giving occupation to many thousands of miners, mostly Scandinavians. The principal centres are Negaunee, Ishpeming, and Michigamme. The ores here obtained are of the valuable classes, chiefly specular and brown hematites and magnetic. During the year 1873 the total amount of iron ore shipped from the three ports, Marquette, Escanaba, and L'Anse, was over a million tons, besides a large amount of pig-iron, representing a cash value of more than eleven million dollars."

Alabama and Chattanooga Railroad.

The London Times of August 6th publishes the following resolution of a meeting in London of Alabama and Chattanooga Railway eight per cent first mortgage bondholders:

That this meeting entirely approves of the action of the Hon. David A. Wells in his proceedings in the courts of Alabama, and, in the opinion of this meeting, it is now essential that all holders of Alabama and Chattanooga 8 per cent railway bonds in England, France and Germany should immediately deposit their bonds, so as to strengthen the hands of Mr. Wells, and insure a united action in the enforcement of their rights, and that the Corporation of Foreign Bondholders and the committee in Frankfort be empowered to take all necessary measures in their behalf for obtaining legal possession of the railway and controlling its management, and vesting it in a committee of five trustees on behalf of the bondholders; that an agreement conferring the necessary powers on the trustees be submitted to the bondholders for their

execution; and that the Corporation of Foreign Bondholders be authorized to nominate three of such trustees on behalf of the English and French bondholders, and the Committee in Frankfort be authorized to nominate the remaining two trustees on behalf of the German bondholders.

Railroads of Ohio.

Work has been resumed on the Cuyahoga Valley Railroad, and the track from Cleveland to Canton will be laid this fall.

The Vinton Record says that the road will be completed and the cars running between Gallipolis and Vinton Station, on the Gallipolis, McArthur and Circerville Railroad, by the first of January next. This road, if continued on northwestwardly, will run through Troy to Bradford Junction, and thence by the Logansport branch of the Pan-Handle to Chicago. When completed it will form a bee line from the mineral region of southern Ohio to Chicago.

The grading on the Ohio and Toledo Narrow Gauge Railway has been nearly completed from Oneida to Minerva, and it is expected that trains will be running between Minerva and Carrollton by the first of October next.

A new railroad is proposed, to run from College Corners, on the Indiana State line, through Eaton, Lewisburg, Milton and Troy, making its eastern terminus at Urbana.

The Bowling Green and Tontogany Wood Railway is to be completed by October 1, and the railroad from Lake Erie to Pomeroy within a year.

Only seventy miles of the Baltimore, Pittsburg and Chicago road, between Defiance and Chicago, remains to be finished. The ballasting is rapidly going on, and the road will be ready for use by the first of January next.

Locomotives and Cars for South America.

A dispatch to the Boston Journal, dated New York, Aug. 20, 1874, says:

Nineteen locomotives and two hundred cars have been shipped from here for Peru, for a new railroad in that country. The ship Gardner Colby is preparing to take with her a very large cargo of a like nature for the same country. Peru has been ordering extensively for the past five years until within about twelve or eighteen months, when business generally became stagnant. Very recently exportation began to be lively again, and there is every prospect that it will continue to increase. Chili, too, is beginning to make demands for rolling stock, and the vessel Annie Camp is now here with eighteen locomotives on board, consigned to a southern part of that country.

The Texas Midland, Gulf and New Orleans Railroad Company was recently organized at Waco, Texas, by the election of the following directors: W. A. Taylor, D. T. Chamberlin, O. E. Battle, G. C. McGregor, Waco, Texas; J. B. Robertson, Houston, Texas; Joseph U. Orvis, Norman A. Smith, New York; J. N. Harrington, James McKaye, London, England. The board subsequently elected the following officers: President, James McKaye; Vice President, W. A. Taylor; Assistant Treasurer, D. T. Chamberlin; Secretary, I. C. Colton, New York.

A narrow gauge railroad from Petaluma, Cal., to San Quentin has been projected, the road also to be extended northward from Petaluma to Healdsburg.

The Nashua and Rochester Railroad will be completed in October. Thirty out of the forty-eight miles are already laid.

New York and Oswego Midland Railroad.

The difficulties of the Midland Railway have increased so rapidly of late that the public need not be surprised if it shall learn that the road has suspended business altogether pending the sale on foreclosure. The current receipts under the present management have not been sufficient to pay the accruing obligations. The employees have not been paid since the 1st of June. Receiver Hewitt recently issued a circular apologizing for further delay on the ground that the Delaware and Hudson Canal Company had refused to pay over some \$35,000 due to the road for coal transportation. The company's excuse for this refusal is based upon the fact that the Midland has failed to pay the semi-annual rental for the Utica, Clinton, and Binghamton Railroad, and the Rome and Clinton Railroad. The coal company is the surety of the Midland in the lease of these roads, and expects to be obliged to make good the over-due rental. This amounts to \$47,000, the total rental for the two roads being \$94,000 a year. On the 26th of this month the sixty days expire which the law allows to the Midland Railroad to make good its obligations, under the lease. We have the best of reasons for believing that upon that day, the Delaware and Hudson Canal Company will take possession of the Clinton roads, and thereafter run them. News reached this city yesterday that an adjustment of the difficulties between the two companies had been effected. What the terms of this adjustment are it was impossible to discover, except that the Hudson Canal Company will not pay the Midland the \$35,000 which it owes on coal freights. If it had been otherwise, the paymaster of the Midland would be under instructions to pay the employees the full amount past due to them. As it is the car starts to day to pay the men one sixth of their back wages. Yesterday the Midland Company resumed the transportation of the Canal Company's coal, after refusing to carry it for three days.

The surrender of the Clinton Branch is just now looked upon as the best thing that can happen to that road. No repairs have been put upon it since the commencement of the lease, and the whole line is in a most wretched condition. Many tons of new rails are needed, as well as some 10,000 new ties, to make it safe for the winter. The branches from Utica to Smith's Valley, and from Rome to Clinton, have paid a handsome profit above their expenses. This is more than can be said of the main road.

Meanwhile another difficulty confronts the Midland management. The last Legislature passed an act directing that the property of the Midland Railroad be hereafter subjected to assessment and taxation. Assessors along the line are taking steps to discharge their duty under the law. Mr. Hewitt publishes a letter declaring the inability of the road to meet this tax. He takes counsel of his General Superintendent as to the advisability of resisting payment on the ground of the alleged illegality of the act of the Legislature. Such a resistance will gain time, but it does not seem likely that it can be otherwise successful. The people along the line of the road would willingly unite with the Receiver in the endeavor to resist the collection of the tax with a view to the ultimate repeal of the statute, if they had any guarantee that such a course would insure the continued operation of the road. The suspension of business would undoubtedly prove a great hardship to the people residing along its line. But it is feared that such a suspension cannot be much longer delayed. It is nowhere charged that Receiver Hewitt has not been efficient and honest in the management of the road since it fell into his hands. He has had difficulties to contend with which were insurmountable. It is not anticipated that the sale of the road will be made before the close of the year. Meanwhile the first mortgage bondholders have as yet united upon no plan of action regarding the purchase of the road, or the securing of their bonds. Its early

suspension would be an advantage to them by decreasing the amount of indebtedness which is now daily increasing, and whose payment is contemplated in all plans of reorganization yet suggested. There is no doubt in our minds, as there never has been, that the Midland Railroad can ultimately be brought into a condition where it will pay the interest on a limited amount of indebtedness, and prove of great benefit in developing the country through which it runs. But great changes must be effected before that day arrives.—*Utica Herald*, Aug. 21.

Railroad Law.

RAILROAD COMPANIES.—ROLLING STOCK—SALE OF PROPERTY FOR TAXES.

The facts in the late case of *Randall v. Elwell*, (52 N. Y., 521), are sufficiently apparent in the following opinion, rendered in the Court of Appeals by Judge Grover:

The only objection to the validity of the assessment of the railroad company by the assessors, to the levying of the tax, the regularity of the sale by the Collector, and the purchase by the plaintiff, was that made upon the motion for a nonsuit, which was that the plaintiff had failed to show a title to the cars in question. This was too general to call upon the court to consider and determine any of the defects now insisted upon by the counsel. The counsel is mistaken in supposing that the evidence proved that the plaintiff was a director of the company at the time of the purchase by him, or that the evidence was such as to render that a proper question for the consideration of the jury if that fact was material. The plaintiff, in substance, testified that he thought he was not a director; that he had been two or three years before that time; had then gone to California, and, for the year preceding the purchase, had not acted as a director at all; and believed that he had not been elected as such. It was admitted by the plaintiff's counsel that the company in its report to the State engineer for the year in which the cars were purchased by the plaintiff, stated that the plaintiff was a director. This report was not evidence against the plaintiff. It did not appear that he had anything to with it, or knew anything about it. The questions whether had the plaintiff been a director at the time of his purchase it would have any and what effect upon the title, do not arise and will not be considered. The conclusion of the Judge upon the trial, that the testimony proved that the plaintiff purchased the cars for himself, and thereby acquired the title thereto, was correct. There was no conflicting evidence as to these facts. There was a conflict as to the value of the cars, and of their use while detained by the defendants. The counsel for the respondent states, in his points, that the parties finally agreed upon these facts, and refers to the folio that he claims shows it, which, upon examination, I think hardly sustain the counsel; but as the Judge, in his direction to the Jury, to find a verdict for the plaintiff, fixed the specific sums, which were to be found as the value of the cars, and of their use while detained by the defendants, and as no specific objection was made to either sums so fixed by the defendant's counsel, or any point made in this court founded thereon, I shall assume that such agreement was made.

The only remaining question is whether the cars were the personal property of the company against which the tax was levied, or a part of its real estate. If the former, no question can be

made but that the Collector had the right to levy on and sell them for the purpose of collecting the tax; being at the time in possession of the company, against which the tax warrant was issued, irrespective of the lien or title of any other person by mortgage or otherwise. (1 R. S., 378, § 2.) If the cars were a part of the real estate, it is equally clear that the collector had no right to levy upon or sell them; and that the plaintiff, by his purchase at such sale, acquired no title thereto, as a collector of taxes has no power to sell real estate. The question is whether the rolling stock of a railroad company is real or personal property. It is obvious that the mode of propelling the cars, whether by steam, horse or any other power, can have no bearing upon the question. The question does not at all depend upon the length of the road, or whether the road of one company connects with that of others of the same gauge, and the companies so connecting, in the transaction of their business, are in the habit of running the cars of each other over all the roads so connecting (as is often done,) or whether the road has no connections, and, consequently, in the transacting of its business, its cars do not run beyond its own track. I think no one would claim that a car of the New York Central, which in the course of business, had been run to Chicago, was part of its real estate while there; and, if not such, I can discover no principle upon which the character of the property should be changed when it reached the Central track upon its return trip to New York. It must be borne in mind the defendants in this case can claim no equity upon the ground that they acquired title by purchase upon the foreclosure of a mortgage given to secure the bonds of the company, as the collector's warrant overrides all equities of third persons in the property. The question is presented, free from embarrassment, whether cars, while owned and used by the company upon its track, were real estate or personal property. My conclusion is that they were personal property, and, as such liable to be seized and sold for the collection of a tax against the company. The reasons upon which this conclusion is based will be found in *Stevens et al., vs. The Buffalo and N. Y. City R. R. Co.*, (31 Barbour, 590), and in *Beardsley et al., vs. The Ontario Bank et al.*, (31 Id., 919), and the authorities cited and reviewed; and a repetition here is unnecessary. The reasons and authorities for holding that the cars were real estate will be found clearly and ably set forth in *The Farmers Loan and Trust Co vs. Hendrickson*, (25 Barb., 485.)

Steam Whistles.

Mr. A. A. Folsom, Superintendent of the Boston and Providence Railroad, has issued the following order:

To the Engineers of the Road—Under the recommendation of the railroad commissioners, both of Massachusetts and Rhode Island, a great reduction will be required in the use of the whistle on our locomotives.

You will therefore after midnight of Saturday, Aug. 22, discontinue its use for all purposes, except as a special danger signal.

It will not be used in passing other trains or in approaching crossings or stations, except at those regarded as specially dangerous, and in the case of freight trains where it is necessary to inform the station agents and switchmen that the train

men will have work at such station. In all other cases the signal must be given by the ringing of the bell.

American Bessemer Steel.

In 1868 an output of 500 tons of ingots per month was barely reached in the best works; in 1870 the production at Troy and Harrisburg had risen to about 1,700 tons per month, maximum. Early in 1872 the Harrisburg works turned out above 2,000 tons per month, and for a year or more these and the Cambria works took the lead in this direction, the latter plant having run as high as 640 tons in one week. During 1873 the Cambria, Harrisburg, North Chicago and Joliet works averaged 25 to 30 heats of five tons each, per 24 hours. During the week ending July 12, 1873, the Harrisburg works made 180 heats, yielding 890 tons of ingots. The product of the Cambria works, the week ending January 17, 1874, was 189 heats, giving 956 tons of ingots. During one twenty-four hours (Friday January 16), forty six blows were made. On Friday February 13, 1874, the Troy works made fifty heats in twenty-four hours, yielding 267 tons of ingots. This is the most remarkable run on record. During the week ending April 4, the Troy works made 195 heats, yielding 972 tons of ingots, which is the largest week's work. In January, 1874, the Troy works made 2,898 tons of ingots, and in April the North Chicago works made 3,526 tons, which is the largest month's work.

These are all five ton plants, consisting of two five ton vessels and accessories, and they work only eleven turns, or 54 days per week.

The blooming trains employed at Troy, Cambria, North Chicago, Joliet and Bethlehem, are capable of rolling more than the average product of the Bessemer works. The first of these was erected at Troy in 1870; the feeding tables were first applied by Mr. Fritz to the Cambria mill, and have since been applied to all the mills, with some modifications. The Troy and Bethlehem mills roll ingots fourteen inches square, weighing over a ton, to make three rails each. The other mills at present roll twelve inch two-rail ingots.

The production of rails from blooms has been more uniform because the rail train was a highly perfected machine long before the Bessemer process was introduced. The Cambria mill has often produced 1,000 tons of rails per week, from a 21 inch train. Probably the best week's running on record, all things considered, was the Troy, ending April 25, 1874, viz: 1,012 tons of 62 pound rails, in eleven turns, from the nine furnaces and a 21-inch mill; of these there was not one second quality rail, and there were but 34 per cent of short rails.—*Mr. A. L. Holley in the Journal of the Franklin Institute.*

Mexico and Vera Cruz Railway.

The completion of the railway connecting Vera Cruz, the principal port, with the capital of the republic, at the beginning of last year, marks an epoch in the history of Mexico.

That railway is the most remarkable work of the kind on the continent, and in overcoming asperities of nature, seemingly insurmountable, it is a grand triumph of engineering genius. The length of the road is 200 miles, with a branch thirty miles long, connecting the main line with the city of Puebla. The highest altitude it attains is 8,500 feet. For more than twenty miles at the Cumbres of Maltrata, there is a continuous grade of four per cent, or one in twenty five.

The scenery all along the line of this road, from the moment of leaving Vera Cruz until your arrival in this city of Mexico, cannot be surpassed in beauty, majesty and sublimity. It is an ever changing and shifting panorama. Within a few hours you encounter several distinct changes of climate—the temperature depending less upon latitude than elevation.

As you ascend the eye is constantly feasted with the endless and exquisite forms of beauty, in hill, and valley, and plain, robed, for the most part, in the gay and brilliant colors so peculiar to the Mexican flora. The terrific grandeur of the

mountain views between Orizaba and Boca del Monte must be seen to be appreciated or comprehended, although the outlook from the car windows appears to be perilous as you glance down thousands of feet upon the cultivated plains below. For more than one hundred miles you have constantly in view the snow-clad peak of the volcano of Orizaba.—*Extract from an Address by ex-Minister Nelson.*

Timing Railroad Trains.

The chief subject of interest on the east division of the Vandalia Railroad now is an ingenious arrangement for recording the rate of motion of railroad cars. A specimen is now on trial on caboose No. 10, now running between this city and Indianapolis. In the caboose, attached to one side, is an iron box, with a glass front, the key of which is kept by the officers of the line. There is a common clock in the box. A spiral thread is fastened upon one of the axles of the car, which turns a wheel over the axle. This communicates its motion to a set of rods, which in turn move another small wheel under the edge of the car and it again turns a small rod which projects upward into the iron box before mentioned, and moves a pencil point slowly back and forth across a long and narrow sheet of paper, wound upon a small drum, the drum being turned at a constant rate of progression by the clock work. The paper is ruled in red lines into very small sections, every fourth line the short way being a dotted line, representing a mile. Now, as the pencil is moved slowly across the paper by the rods, their motion being governed by the rate of the axle, and as the paper is slowly moved forward by the clock-work, at a uniform rate, the pencil point makes a diagonal line across the paper back and forth. If the car goes a mile in four minutes the line will cross just four sections diagonally from one dotted line to the next one. If it goes a mile in two minutes the line will pass forward more rapidly, crossing only two sections diagonally. And thus the rate of the car, and consequently the rate of the train, is recorded by the pencil point on the paper. If the train stops the line crosses the paper directly and not diagonally, and the time in minutes it stops is shown by the number of sections crossed in that manner. The names of the stations along the road are written at the proper places on the paper. Thus the exact rate made at any point on the line can be found afterward. If the train stops it can be told how long it stopped and where. If the wheels are locked and allowed to drag, it can be told how far they dragged and where. All fraudulent or reckless rates of progression can be unerringly detected, and if the train is run faster or slower than is allowed, the "bosses" are sure to know it. The railroad men are charmed with the ingenious arrangement. The specimen on No. 10 has now been in use for several days and is found to work well. The man who invented it is at work on a machine which will record the amount of resistance, in pounds, to be overcome in pulling any train up any grade.—*Terre Haute (Ind.) Journal.*

Norwich and Worcester R. R.

At a special meeting of the stockholders, held at Worcester, Mass., on the 20th inst., it was voted to accept the State legislation that authorizes the issue of \$1,000,000 new stock. The proceeds of the new stock are to be devoted to the expenses of depot changes in Worcester, the construction of a new bridge at Norwich, and the extension of the road from Allyn's Point to Groton, where it could connect with the Providence and New-London road. It was stated at the meeting that the "facilities at Allyn's Point are not such as will admit of a coal transportation in large vessels, and the road should be extended.

To successfully compete with Providence and other points the road should be extended to deep water." Commenting upon this the Providence Journal says: "It is vexatious to reflect that while the Norwich road is seeking deep water to successfully compete with Providence, Providence is taking no steps to check the encroachments that threaten to leave her without any deep water at all."

The Osage Land Case.

The great Osage ceded land case of Kansas has just been decided by the Circuit Court of the United States. The land in controversy was claimed by certain railroad companies under grants from Congress. The amount in dispute was about 1,000,000 acres, and the disputed tract is fifty by thirty miles in extent, embracing the counties of Neosho and Labette and part of the counties of Bourbon, Crawford, Allen, Wilson, and Montgomery, in Kansas, and upon which, claiming adverse to the railroad companies, are over 30,000 people. The court decided against the railroad companies, holding that they have no title, and setting aside their patents issued by the Interior Department. The opinion of the court was prepared by Mr. Justice Miller, of the United States Supreme Court, and concurred in by Circuit Judge Dillon, and the decrees have been forwarded by the latter from his residence in this city to the Clerk, to be entered at the adjourned term of the court, which meets at an early date. The court decided that when a patent for lands has been issued contrary to law, the United States may file a bill in equity to cancel it. It also decides that the lands in question, having been reserved in a treaty with the Osage Indians for their use, and being occupied by them at the date of the railroad grant of public lands, were not public lands of the United States within the meaning of the granting clause of the act; and also, that if such lands were within the granting clause, they were excepted out of this grant by the words that the grant should not extend to the lands previously reserved by the United States for any other use or purpose. This decision will create some stir in Kansas—and not only in Kansas but among a great number of capitalists and land agents in various portions of the United States and Europe, who have based loans upon them—not to mention the thousands of settlers who occupy the lands, and who have been nervous with anxiety over the claims of railroad companies for the lands they occupy. The settlers need feel nervous no longer, for the court decides in their favor.—*Davenport (Iowa) Gazette.*

Among the passengers by the steamer City of Brussels, which sailed from this port the 22d inst., was Mr. J. D. Bigelow, Chief of the Loan division of the U. S. Treasury, having in charge \$20,000,000 new Five Per Cent Bonds, which he will deliver to the Syndicate at London. The first installment of \$5,000,000 was sent out about a week previous.

The Paterson, N. J., *Guardian* of the 17th inst. says: "A corps of hands were put to work this morning in the Rogers shops. Large amounts of working stock are being put in and the prospect is that the works will be running to their full capacity in a short time. Danforth's will also have an increase of force. Business is getting better every day."

Surveyors are actively at work in Ewing township, Mercer county, New Jersey, in laying out the grade for a new through railroad from the Delaware River to New York, which is to connect with the North Pennsylvania Railroad at Yardleyville. The surveying will be completed the coming fall.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867.....	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868.....	64,463	86,937	81,396	106,835	164,729	259,590	251,832	262,770	291,422	286,562	342,743	2,300,367	2,300,367
1869.....	212,604	218,982	391,308	485,048	568,270	556,080	532,657	511,854	609,788	579,642	535,306	467,659	5,670,882
1870.....	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	683,692	7,995,116
1871.....	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872.....	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285,567	1,299,900	1,037,992	12,734,729
1873.....	852,860	691,015	933,778	1,129,469	1,373,675	1,301,202	1,214,551	1,258,500	1,392,125	1,423,875	1,296,812	1,072,750	13,938,969
1874.....	848,558	794,000	867,666	1,132,000	1,360,000	1,350,000	1,258,000	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1869.....	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	340,851	4,681,563
1870.....	281,109	516,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	342,369	342,369	384,999	388,964	461,290	466,097	533,656	524,163	507,617	473,227	455,607	377,687	5,278,910
1872.....	371,708	332,902	373,217	379,879	409,264	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1873.....	347,372	396,307	420,893	409,472	430,184	475,810	540,342	506,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1869.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	609,605	729,759	716,378	663,400	6,114,566
1871.....	541,006	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	962,683	754,671	647,842	7,976,490
1872.....	623,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,056	1,200,216	1,010,892	712,559	9,299,430
1873.....	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1874.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,171
1875.....	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,355,467
1876.....	706,025	763,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,250,282	1,306,338	1,037,964	773,494	12,203,403
1877.....	655,428	602,182	774,944	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1878.....	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,394	1,433,948	1,067,387	859,780	12,272,645
1879.....	752,468	765,249	907,258	1,034,023	1,250,072	1,309,578	1,240,987	1,284,094	1,413,444	1,451,827	1,039,306	1,019,501	13,516,465
1880.....	993,490	903,021	1,039,986	1,074,725	1,272,293	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,182	246,046	290,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871.....	270,204	273,751	315,149	295,460	281,491	318,550	360,759	374,671	338,723	340,625	317,773	3,765,343	3,765,343
1872.....	340,791	320,022	372,974	381,113	373,019	341,104	326,268	401,252	417,328	439,581	339,830	358,743	4,432,625
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,066	465,603	466,796	423,893	327,804	322,596	4,887,448
1874.....	363,053	276,099	318,976	342,247	306,778	330,754	327,334	.....	.....	.....	.....	.....	.....
Erie:													
1871.....	1,055,469	971,193	1,201,500	1,263,965	1,443,272	1,656,415	1,720,078	1,861,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,332,994	1,294,076	1,460,174	1,448,813	1,775,324	1,463,961	1,650,231	1,525,243	1,643,464	1,743,732	1,704,374	1,392,615	18,694,066
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,656,384	1,774,570	1,918,447	1,882,421	1,560,023	1,025,129	19,631,781
1874.....	1,462,650	1,473,775	1,413,223	1,665,550	1,687,772	1,577,946	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1869.....	587,443	536,165	444,443	518,800	672,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,517,629
1870.....	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,822,487
1871.....	623,383	661,789	601,326	565,087	684,539	712,647	627,216	899,052	901,255	903,225	811,708	697,751	8,678,958
1872.....	624,744	59,617	565,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1873.....	637,456	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,752	881,963	696,475	696,063	8,026,754
1874.....	602,241	597,429	660,759	555,912	635,459	742,600	681,540	769,748	884,485	797,121	636,039	703,692	8,268,325
1875.....	611,491	638,668	567,554	580,921	647,892	678,728	624,191	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871.....	133,673	152,264	267,411	303,915	306,944	266,056	282,723	332,555	365,446	387,999	363,305	210,197	3,321,518
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,392	319,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,159	333,785	392,510	265,217	201,452	.....
Lake Shore and Michigan Southern:													
1871.....	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,296,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872.....	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,091	1,764,788	1,558,434	1,483,480	17,591,629
1873.....	1,412,308	1,649,285	1,735,736	1,694,543	1,680,968	1,585,365	1,451,762	1,582,531	1,776,420	1,742,516	1,375,550	1,546,983	19,134,136
1874.....	1,519,249	1,509,132	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871.....	130,883	126,224	140,740	115,173	119,550	115,115	118,572	127,241	166,191	175,438	172,567	169,820	1,690,714
1872.....	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,193	2,029,927
1873.....	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
1874.....	171,028	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869.....	384,120	320,636	386,527	411,814	402,646	366,623	329,950	353,569	473,546	499,772	448,419	374,542	4,744,164
1870.....	337,992	329,128	384,431	412,030	404,283	363,157	326,891	378,880	457,990	511,447	453,873	387,827	4,755,958
1871.....	418,755	442,665	489,980	470,703	480,547	427,096	422,015	629,800	628,660	582,802	57,434	607,050	5,940,102
1872.....	411,113	384,068	449,453	485,550	487,282	398,300	402,084	460,161	536,603	641,807	487,603	464,163	5,605,117
1873.....	379,836	440,261	567,314	556,180	542,058	480,028	457,533	452,320	617,291	537,031	506,044	552,548	6,089,534
Milwaukee and St. Paul:													
1869.....	454,500	330,400	420,951	460,288	630,544	678,923	566,531	525,547	724,732	1,040,102	801,195	496,569	7,250,069
1870.....	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,760	327,431	400,149	483,884	602,568	658,017	431,113	506,557	815,346	841,150	644,625	473,293	6,990,695
1872.....	460,986	387,565	426,223	474,185	580,432	594,769	488,348	565,729	811,961	950,945	702,848	613,787	6,957,771
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,400	657,500	576,620	742,050	954,800	886,000	749,300	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869.....	194,112	207,302	294,302	278,247	264,273	249,249	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870.....	202,447	250,617	294,874	289,550	263,328	260,449	243,195	335,677	341,373	321,659			

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length track equiv. single.	Horses and Dummies.	Cars.	COM. ANIMS.	Cost of Road and Equipment	Share Capital	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.		
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.
Sept. 30, '73	9.50	114	40	Albany..... N.Y.	190,590	190,000	\$	\$	101,301	26,019	p. c.	\$	\$	\$
Sept. 30, '73	1.04			Albany st. Freight (B'lon). Mass.	48,709	75,000			7,229	894		100	100	
Oct. 31, '73	25.00	440	78	Atlantic Avenue (Bklyn.). N.Y.	725,723	680,000	456,800	32,296	266,857	42,314		100	100	
Sept. 30, '73	11.83	344	50	Avenue C (N. Y. City). N.Y.	540,360	500,000	900,000	109,019	230,082	32,540		100	100	
Dec. 31, '73	7.5	697	94	Baltimore City (Balt.). Md.	1,038,456	1,000,000		98,000			3	25	25	
Sept. 30, '73	22.01	400	50	Bleeck st. & F.F. (N.Y.C.). N.Y.	1,501,673	900,000	694,000	46,550	257,704	37,697		100	100	
Sept. 30, '73	1.63			Boston and Chelsea..... Mass.	110,000	110,000			8,800	7,789	7.7	100	100	
Sept. 30, '73	1.25			Boston & West Roxbury. Mass.	56,135	41,000						100	100	
Sept. 30, '73	13.88	264	50	Broadway (Brooklyn). N.Y.	378,029	200,000	100,000	62,395	180,504	43,404	12	100	100	
Sept. 30, '73	24.25	1098	135	B'way & 7th Av. (N.Y.C.). N.Y.	3,847,159	1,500,000	1,500,000	200,000	920,158	264,449	6	100	100	
Sept. 30, '73	7.00			Brooklyn, Bath & Coney I.N.Y.	245,043	180,000	80,000		65,096	30,566		100	100	
Sept. 30, '73	81.50	1922	401	Brooklyn City..... N.Y.	2,434,800	2,000,000	300,000	90,000	1,496,294	306,196	14	100	100	
Sept. 30, '73	18.50	242	68	Brooklyn City & Newtown. N.Y.	813,273	300,000	400,000	32,353	197,186	66,122		100	100	
Sept. 30, '73	19.83	200	50	Brooklyn, Cross-Town. N.Y.	663,517	300,000	300,000	40,765	167,543	27,229		100	100	
Sept. 30, '73	17.64	302	83	Buffalo street..... N.Y.	628,984	100,000	421,119	86,276	324,265	137,407		100	100	
Sept. 30, '73	11.18	142	26	Bushwick (Brooklyn)..... N.Y.	359,971	300,000	102,000		44,408			100	100	
Sept. 30, '73	29.19			Cambridge (Boston)..... Mass.	800,500	800,500	150,000		73,486	73,486	9	100	100	
Sept. 30, '73	1.70	22	4	Central City (Syracuse)..... N.Y.	29,475	21,130	6,000		20,164	14,034	12	100	100	
Sept. 30, '73	24.00	960	128	Cent. P. & N.E.R. (N.Y.C.). N.Y.	1,948,586	1,667,700	1,200,000	8,857	909,098	342,290	16	50	46	
Oct. 31, '73	9.00	209	40	Citizens' (Pittsburg)..... Pa.	270,671	184,000			184,298	78,365	17 1/2	50	19 1/2	
Oct. 31, '73	7.25	350	50	Citizens' (Phila.). Pa.	212,330	192,750		1,000	300,145	95,884		100	100	
Sept. 30, '73	20.40	240	24	Coney Island (Brooklyn)..... N.Y.	698,806		399,000	39,924	221,891	51,196	8	100	100	
Sept. 30, '73	3.50	12	3	Dry Dock, E.B. & B. (N.Y.C.). N.Y.	2,090,847	1,200,000	1,000,000		1,275,622	640,633	8	100	100	
Sept. 30, '73	10.70	12	3	Dunkirk and Fredonia..... N.Y.	43,609	35,100			4,111	4,111		25	16	
Oct. 31, '73	1.62			Easton and S. Easton..... Pa.	25,962	29,562			10,946	3,220		100	100	
Sept. 30, '73	9.50	1002	120	Eighth Avenue (N.Y. City). N.Y.	1,683,574	1,000,000	203,000	66,200	798,400	149,544	12	50	42	
Oct. 31, '73	2.32	24	6	Erle City..... Pa.	36,997	19,807	20,000	2,341	13,287	2,184		25	22	
Oct. 31, '73	5.50	60	23	Federal St. & Pl. Val. (Phg.). Pa.	132,842	63,256	90,000		45,735	9,000		100	100	
Sept. 30, '73	2.60	18	6	Fifth Ward (Syracuse)..... N.Y.	41,766	23,335	10,000	2,150	13,699	1,673	9	100	100	
Sept. 30, '73	10.26	491	68	42d St. & Gr'd St. (N.Y.C.). N.Y.	1,054,679	748,000	236,000	29,301	586,757	293,448	10	50	50	
O. t. 31, '73	17.04	389	56	Frankford & Southwark (Ph.). Pa.	844,171	498,200	290,500		412,325	91,138	10	50	50	
Sept. 30, '73	17.04	389	56	Genesee & Water St. (Syr.). N.Y.	67,017	42,500	14,200		31,589	19,095	5	50	31	
Oct. 31, '73	33.73	360	64	Germantown (Phila.). Pa.	562,270	307,545	350,000		405,614	97,884	6	100	100	
Sept. 30, '73	7.75	182	37	Gr'd St. & Newtown (Bk'n). N.Y.	310,443	170,000	90,000	12,378	107,824	22,093		100	100	
Sept. 30, '73	8.00	200	40	Gr'd St. Prosp. P. & Flatb. N.Y.	435,911	200,000	200,000	37,028	80,086	1,016	4	50	30	
Oct. 31, '73	7.21	200	42	Green and Coates st. (Phila.). Pa.	244,441	150,000	100,000		180,265			25	25	
Oct. 31, '73	2.12	140	20	Harrisburg City..... Pa.	60,250	41,994	12,500	1,604	7,185			100	100	
Sept. 30, '73	11.95	378	60	Harris Br. Mort. & F'dham. N.Y.	287,302	29,100	135,000		89,000	18,391	9	50	50	
Oct. 31, '73	11.00	378	60	Hest. Maat. & F'mount (Ph.). Pa.	388,456	298,425	100,000	27,000	292,610	11,442	9	50	50	
Sept. 30, '73	6.25	92	26	Jamaica, Woodh'n & Bklyn. N.Y.	100,000	100,000			23,132	1,970	5	100	100	
Sept. 30, '73	3.25	33	9	Kingston and Rondout..... N.Y.	83,285	75,000			24,792	5,161	10	50	50	
Oct. 31, '73	5.01	117	20	Lowland and South st. (Ph.). Pa.	176,492	105,000	62,500		99,104	35,905		100	100	
Sept. 30, '73	4.04	50	12	Lowell Horse..... Mass.	81,704	80,000		3,500	34,127	2,597		100	100	
Sept. 30, '73	11.62	239	35	Lynn and Boston..... Mass.	277,581	200,500	50,000	43,697	164,270			100	100	
Sept. 30, '73	3.60			Malden and Melrose (B'n). Mass.	60,246	165,500	75,000					100	100	
Sept. 30, '73	3.46			Medford & Charleat. (B'n). Mass.	34,600	21,000	5,000		2,240	819		100	100	
Sept. 30, '73	5.26	65	15	Merrimac Valley..... Mass.	63,000	50,000			34,845	656	4	100	100	
Sept. 30, '73	46.29	1230	154	Metropolitan (Boston)..... Mass.	2,371,609	1,500,000		589,390	982,554	91,633	3	100	100	
Sept. 30, '73	16.24	285	53	Middlesex (Boston)..... Mass.	679,675	400,000	184,500	158,822	228,895	26,112	16	100	100	
Sept. 30, '73	1.76	4	2	Mohawk and Hilon..... N.Y.	17,500	15,000			5,496	2,400		100	100	
Sept. 30, '73	4.00			New York Elevated..... N.Y.	1,500,000	754,200		91,848	64,602			100	100	
Sept. 30, '73	6.10	220	27	Ninth Avenue (N.Y. City). N.Y.	999,104	797,320	207,000	13,648	95,704	3,762		100	100	
Sept. 30, '73	3.21	10	2	Northampton & Wmberg. Mass.	50,000	50,000		6,499	5,832			100	100	
Sept. 30, '73	10.88	129	30	North 2d St. & Middle Vil. N.Y.	200,765	134,500	25,000	49,457	65,641	570		100	100	
Sept. 30, '73	2.74	7	2	North Woburn (Boston). Mass.	35,310	20,800			1,924	1,879		100	100	
Dec. 31, '73	11.71	191	42	Orange and Newark..... N.J.	1,038,756	290,300	700,000	123,556	210,171	15,995		100	100	
Sept. 30, '73	14.40	142	37	Park Avenue (Brooklyn). N.Y.	369,425	200,000	200,000	77,000	126,727	42,908	4	100	100	
Oct. 31, '73	9.64	40	17	Peoples' street (Scranton). Pa.	140,387	125,000			36,447	13,401		100	100	
Oct. 31, '73	15.00	396	75	Philadelphia City (C. & W.). Pa.	454,397	225,000	200,000	39,397	347,282	118,632	10	50	50	
Oct. 31, '73	6.00	60	16	Philadelphia and Darby. Pa.	257,000	200,000						20	20	
Oct. 31, '73	13.07	114	23	Philadelphia & Gray's Ferry. Pa.	299,127	200,175		6,500	124,472	38,750	10	50	25	
Oct. 31, '73	8.75	116	37	Pgh. Allegheny & Manchester. Pa.	161,752	200,000	48,000	336	149,066	54,721	10	50	50	
Oct. 31, '73	6.60	100	19	Pittsburg and Birmingham. Pa.	136,239	120,000	50,000	11,549	71,092	650		50	50	
O. t. 31, '73	7.50	72	15	Pgh. Oakland & E. Liberty. Pa.	125,449	130,000	50,000	22,636	42,949	6,359		25	25	
Oct. 31, '73	4.50	85	19	Pittsburg and Ormsby..... Pa.	83,487	100,000	40,000	1,616	37,238			100	100	
Oct. 31, '73	6.00	42	11	Poughkeepsie City..... N.Y.	121,706	72,250	26,000	28,500	21,639	1,801	3	50	28	
O. t. 31, '73	13.50	254	40	Ridge Avenue (Ph.). Pa.	414,512	336,000	85,000	4,772	244,658	65,485	10	100	100	
Sept. 30, '73	12.00	120	27	Rochester and Brighton..... N.Y.	1,62,596	70,000	30,000	38,500	118,947	60,951	6	100	100	
Sept. 30, '73	7.84	54	20	Salem street..... Mass.	283,735	150,000	35,900	1,800				10	50	
Oct. 31, '73	3.47			Schuylkill River (Phila.). Pa.	47,465	60,000						10	50	
Sept. 30, '73	21.00	1021	137	Second Avenue (N.Y. City). N.Y.	2,511,743	1,180,500	1,220,000	84,988	681,434	171,112	8	100	100	
Oct. 31, '73	39.50	960	128	2d and 3d street (Phila.). Pa.	706,255	621,576			544,545	69,873	4	50	31	
O. t. 31, '73	6.75	246	42	17th and 19th street (Phila.). Pa.	186,694	160,000	100,000	10,306	152,406	36,467		100	100	
Sept. 30, '73	8.38	824	102	Sixth Avenue (N.Y. City). N.Y.	2,181,960	750,000	415,000	80,000	938,434	143,950	10	100	100	
Sept. 30, '73	4.03.													

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	13,280,000	J. & J.	July '74 3d	Long Island. 50	3,000,000	M. & S.	May '73 10s	Vermont and Mass. 100	2,860,000	A. & O.	Apr. '74 1
Allegheny Valley 50	2,266,850	— & —	— & —	Louisv., Cin. and Lex. 50	1,623,483	J. & J.	July '69 3	Warren (N. J.) 100	1,800,000	J. & D.	Dec. '73 3d
Atlanta and West Point. 100	1,232,200	J. & J.	July '73 4	— pref. 100	848,700	J. & J.	Jan. '74 4d	Warwick Valley. 100	225,000	A. & O.	Apr. '72 2d
Atlantic and Gulf 100	3,693,200	— & —	— & —	Louisville & Nashville. 100	8,980,000	F. & A.	Feb. '74 4	West Jersey. 100	1,557,750	F. & A.	Feb. '74 4
— guar. 100	789,476	M. & N.	Nov. '73 3d	Louisv., N. Alb. & Chi. 100	3,000,000	J. & D.	Dec. '70 3	Winchester & Potomac. 100	180,000	J. & J.	July '74 3
Atlantic and St. Law. 100	39,494,900	M. & S.	Sept. '73 2	Lowell and Lawrence. 100	200,000	A. & O.	Apr. '74 3	Winchester & Strasburg. 100	600,000	J. & J.	July '74 3d
— new 1870. 100	1,500,000	— & —	— & —	Lykens Valley. 20	600,000	F.M.A.N.	Feb. '73 2d	Worcester and Nashua. 75	1,400,555	J. & J.	July '74 3d
Avon, Genesee & Mt. M. 100	194,250	A. & O.	Oct. '72 1d	Macon and Western. 100	2,600,000	J. & J.	July '73 5	HORSE-POWER R. R.			
Baltimore and Ohio. 100	13,151,962	M. & N.	May '74 5	Maine Central. 100	3,400,500	— & —	— & —	Albany City. 100	110,300	— & —	— & —
Washington Br. 100	1,659,000	A. & O.	Apr. '74 5	Manchester and Law. 100	1,000,000	M. & N.	May '74 5	Baltimore City. 100	80,100	— & —	Jan. '74 3
Parkersburg Br. pref. 50	5,680,685	— & —	— & —	Marietta & Cincinnati. 50	1,372,891	— & —	— & —	Bleeker st. & Fy. (N.Y.) 100	900,000	— & —	— & —
Parkersburg Br. 100	600,000	J.A.J.O.	July '74 1d	— " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3d	Boston and Chelsea. 100	110,000	A. & O.	Apr. '74 4
Blossburg & Corning. 50	250,000	J. & O.	Dec. '72 2d	— " 2d pref. 50	4,490,368	M. & S.	Sep. '66 3d	Broadway (Brooklyn). 100	200,000	J.A.J.O.	Apr. '73 3
Boston and Albany. 100	19,684,100	M. & N.	May '74 5	Massachusetts. 100	400,000	F. & A.	Feb. '74 3	Broadw. & 7th Av. (N.Y.) 100	2,100,000	J. & D.	Jan. '70
Bos., Cin. & Fitchburg. 100	633,200	— & —	— & —	Memphis & Charleston. 25	5,312,725	J. & D.	Jan. '69 3	Brooklyn City. 100	1,500,000	F.M.A.N.	May '74 3
Agricultural Br. guar. 100	60,000	J. & D.	June '74 3	Michigan Central. 100	18,738,204	J. & J.	Jan. '73 4d	Brooklyn City & Newt. 100	600,000	J. & J.	July '70
Bost., Conc. & Mont. pref. 50	800,000	M. & N.	May '74 3	Mill Creek & Minehill. 50	323,375	J. & J.	July '74 5	Brooklyn and Jamaica. 100	48,100	— & —	— & —
Boston and Lowell. 50	2,852,900	J. & J.	July '74 3d	Milwaukee and St. Paul. 100	15,399,261	J. & J.	Dec. '70 7d	Bushwick (Brooklyn). 100	302,000	J. & J.	July '71 3d
Boston and Maine. 100	8,616,807	M. & N.	May '74 4	— pref. 100	12,274,483	F. & A.	Aug. '74 3d	Cambridge. 100	727,800	A. & O.	Apr. '74 4d
Boston and Providence. 100	3,950,000	M. & N.	May '74 5	M. Hill & Schuyt. Harv. 50	3,856,450	J. & J.	July '74 3d	Con. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 3d
Buffalo, N. Y. and Erie. 100	960,000	F. & A.	Feb. '74 3d	Morris and Essex. 50	14,008,100	M. & N.	July '74 5	Citizens' (Ph.). 50	600,000	J. & J.	July '74 9
Burlington and Mo. Riv. 100	5,036,000	M. & S.	Mar. '74 5	Milwaukee and Lowell. 100	800,000	M. & N.	May '74 5	Citizens' (Phg.). 50	200,000	M. & S.	Nov. '71 7
— pref. 100	1,485,900	M. & S.	Mar. '74 5	Naugatuck. 100	1,881,900	F. & A.	Aug. '74 6d	Coney Island & Rook. 50	600,000	— & —	— & —
Camden and Amboy. 100	5,847,800	J.A.J.O.	July '74 2d	Nesquehoning Valley. 50	1,000,000	M. & S.	Mar. '74 5	D. Dock, E. R. & Bat. 1	1,200,000	F.M.A.N.	Feb. '74 2
Camden and Atlantic. 50	379,020	— & —	— & —	Newark and N. York. 100	977,400	M. & N.	Jan. '74 3d	Eighth Avenue (N.Y.). 1	1,000,000	J.A.J.O.	Oct. '71 3
— pref. 50	752,760	— & —	— & —	N. Bedford. 100	1,678,500	M. & N.	May '74 4	Elizabeth and Newark. 100	248,000	— & —	— & —
Cape Cod. 50	1,020,330	J. & J.	Jan. '72 2d	N. Castle & Beaver Val. 50	1,800,000	J.A.J.O.	Apr. '74 2d	42nd St. & G. St. Ferry. 100	748,000	J. & J.	July '74 3d
Cape May and Millville. 50	447,000	J. & D.	Dec. '73 3	N. Haven & Northamp. 100	605,000	J.A.J.O.	Sep. '72 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	July '74 5
Catawissa & Fagels. 50	426,900	Novemb.	Nov. '71 6	New Jersey. 100	7,295,200	J.A.J.O.	July '74 2d	Germantown (Ph.) 50	1,000,000	J. & J.	July '74 3
Catawissa. 50	1,159,600	— & —	— & —	New London North-rn. 100	1,418,800	J. & J.	July '74 4	Girard College (Ph.) 50	500,000	J. & J.	July '71 3
— pref. 50	2,200,000	M. & N.	May '74 3d	N.Y. Cen. & Hudson R. 100	89,428,330	A. & O.	Apr. '74 4	Graud St. and Newton. 100	170,000	J. & J.	July '71 2
Cayuga and Susq. 50	589,110	J. & J.	July '74 5	New York and Harlem. 100	8,500,000	J. & J.	July '74 4	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '74 4
Cedar Rapids & Mo. R. 100	6,860,400	M. & N.	May '74 1d	— pref. 100	1,600,000	J. & J.	July '74 4	Heston, Mantau & Farm. 50	2,050,000	J. & J.	July '74 1d
— pref. 100	769,600	F. & A.	Aug. '74 3d	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	July '74 6	Lomb. & South St. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Central of Georgia. 100	4,666,800	J. & J.	July '73 5	N. Y. Provid. & Boston. 100	2,000,000	J.A.J.O.	July '74 2d	Lynn and Boston. 100	200,000	— & —	— & —
Central of New Jersey. 100	20,000,000	J.A.J.O.	July '74 2d	Nieg. Bridge & Canaan. 100	1,000,000	J. & J.	July '74 3	Malden and Melrose. 100	200,000	— & —	— & —
Central Ohio. 50	2,425,000	J. & D.	June '74 3	North Carolina. 100	4,900,000	irregular.	Jan. '73 3	Metropolitan (Boston). 50	1,500,000	M. & N.	July '74 3d
— pref. 50	400,000	J. & D.	June '74 3	N. Eastern (N.C.) pref. 100	111,000	M. & N.	May '67 4	Middlesex (Boston). 100	400,000	A. & O.	Apr. '73 4
Central Pacific. 100	54,275,500	— & —	— & —	North Pennsylvania. 50	3,473,600	January.	Jan. '74 5d	Ninth Avenue (N.Y.). 100	797,320	— & —	— & —
Chemung. 100	380,000	J.A.J.O.	Oct. '72 1d	Northern Central. 50	5,842,000	M. & N.	July '74 3d	Orange and Newark. 100	282,555	— & —	— & —
Cheshire, preferred. 100	2,100,000	J. & J.	July '74 2	N. rthern N. Hampsh. 100	3,068,400	J. & D.	June '74 4	Philadelphia City. 50	750,000	J. & J.	July '74 5
Chicago and Alton. 100	8,929,900	M. & S.	Sept. '74 5	Northern New Jersey. 100	1,000,000	J. & J.	July '74 4	Philadelphia and Darby. 20	209,000	J. & J.	July '71 2
— pref. 100	2,425,400	M. & S.	Sept. '74 5	Norwich and Worcester. 100	2,821,400	J. & J.	July '74 5	Phila. and Grey's Ferry. 50	284,775	J. & J.	July '74 2d
Chicago, Burl. & Quincy. 100	19,897,000	M. & S.	Sept. '74 5	Ogdensb. & I. Champt. 100	3,077,800	J. & J.	July '74 3	Phg. Alleg. & Manchester. 50	200,000	M. & N.	Nov. '69 8
Chicago, Iowa & Nebraska. 100	3,916,300	J. & J.	July '74 1	— pref. 100	2,000,000	A. & O.	Apr. '74 4	Second Avenue (N.Y.). 100	888,100	J.A.J.O.	Oct. '72 3
Chicago & N. Western. 100	14,965,000	J. & D.	Dec. '72 3d	Ohio and Mississippi. 100	19,993,847	J.A.J.O.	Dec. '72 3d	Seventh & Third St. (Ph.) 50	962,100	J. & J.	July '74 5
— pref. 100	21,454,113	A. & O.	Apr. '74 3	Oil Cr. & Allegheny R. 50	4,024,474	J. & D.	Jan. '74 3	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Chicago, R. I. & Pacific. 100	19,000,000	A. & O.	Apr. '74 3	Old Colony & Newport. 100	6,297,900	J. & J.	July '74 3d	Sixth Avenue (N.Y.). 100	750,000	M. & N.	May '71 5
Cin., Ham. & Dayton. 50	2,980,550	A. & O.	Apr. '73 4	Oswego and Syracuse. 100	482,400	F. & A.	Feb. '74 1	Third Avenue (N.Y.). 100	1,170,000	F.M.A.N.	May '73 3
Cin., Sand. and Clev. 50	429,046	M. & N.	May '74 2	Pacific of Missouri. 100	3,635,750	J.A.J.O.	July '74 1d	13th & 15th street (Ph.) 50	1,000,000	J. & J.	July '74 1d
— pref. 50	14,991,275	F. & A.	Aug. '74 4	Pabama. 100	7,000,000	J.A.J.O.	July '74 3	Somerville (Boston). 100	75,000	M. & N.	May '74 3
Cleveland & Mahoning. 50	2,067,569	M. & N.	May '74 3d	Patterson and Hudson. 100	630,000	J. & J.	July '74 4	South Boston. 50	400,000	J.A.J.O.	July '74 2d
Cleveland & Pittsburg. 50	11,236,150	F.M.A.N.	Aug. '74 1d	Patterson and Newark. 100	500,000	J. & J.	— & —	Union (Boston). 100	200,000	— & —	— & —
Col. Chic. & Ind. Cen. 100	15,000,000	— & —	— & —	Patterson and Ramap. 100	245,000	J. & J.	Jan. '74 4	Union (Phila.). 50	400,000	J. & J.	July '74 8
Columbus and Xenia. 50	1,786,800	M.J.S.D.	June '74 2	Pember & Hightstown. 50	342,150	J. & J.	Jan. '74 3	West Philadelphia. 50	400,000	J. & J.	July '74 10
Colum. & Hocking Val. 100	2,400,000	F. & A.	Feb. '74 5	Pennsylvania. 50	68,144,475	M. & N.	May '74 5	CANALS.			
Concord. 50	350,000	M. & N.	May '74 5	Peoria & Bureau Val. 100	1,200,000	F. & A.	Feb. '74 4	Chesapeake and Delaware. 50	1,983,560	J. & D.	June '73 3
Concord and Ports. 100	2,100,000	F. & A.	Aug. '74 3	Philadelphia and Erie. 50	6,004,300	J. & J.	July '74 4	Chesapeake and Ohio. 25	8,229,594	— & —	— & —
Conn. & Passaic Riv. 100	1,950,000	J. & J.	July '74 5	— pref. 50	2,400,000	J. & J.	July '74 4	Delaware Division. 50	1,633,356	F. & A.	Aug. '74 4
Connecticut River. 50	1,494,250	A. & O.	Apr. '74 4	Phil. Ger. & Norristown. 50	1,626,250	M.J.S.D.	June '74 3	Delaware and Hudson. 100	15,000,000	F. & A.	Aug. '74 5
Cumberland Valley. 50	1,494,250	A. & O.	Apr. '74 4	Philadelphia & Reading. 32	32,684,375	J.A.J.O.	July '74 2d	Delaware and Raritan. 100	5,847,400	J.A.J.O.	July '74 2d
Danbury and Norwalk. 50	1,230,941	M. & N.	Nov. '73 5	— pref. 50	1,551,800	J.A.J.O.	July '74 2d	Erie of Pennsylvania. 100	64,000	— & —	— & —
Delaware. 100	1,230,941	J. & J.	July '74 3	Phila. and Trenton. 100	1,259,100	J.A.J.O.	July '74 4	Lehigh Coal & Navigat. 50	9,930,350	J.S.D.M.	Sept. '74 2
Del., Lackaw. & Westn. 50	18,568,880	J.A.J.O.	July '74 2d	Phila., Wil. & Balt. 50	11,485,750	J. & J.	July '74 4	Monongahela Navigat. 50	1,003,500	J. & J.	Jan. '73 3
Detroit & Milwaukee. 50	822,140	J. & J.	July '74 2d	Pittsb., Ft. W. & Chi. 100	19,714,285	J.A.J.O.	Apr. '74 1d	Morris (consolidated). 100	1,025,000	F. & A.	Aug. '72 2
— pref. 50	2,095,000	J. & J.	Dec. '69 7	— Special Imp. 100	2,000,000	J.A.J.O.	Apr. '74 1d	— (preferred). 100	1,175,000	F. & A.	Aug. '72 5
Dubuque & Sioux City. 100	5,000,000	A. & O.	Apr. '74 3	Pittsfield & N. Adams. 100	460,000	J. & J.	July '74 3	Pennsylvania. 50	4,337,950	— & —	— & —
East Pennsylvania. 50	1,509,200	J. & J.	July '74 3	Portland and Kennebec. 100	616,700	J. & J.	July '74 3	Schuyt. Nav. (common). 50	1,908,207	F. & A.	July '74 30s
East Mahanoy. 50	592,950	J. & J.	July '74 3	Yarmouth certificates. 100	202,400	A. & O.	Apr. '72 3	— (ref.). 50	2,898,977	F. & A.	July '74 60s
Eastern (Mass.). 100	4,262,000	J. & J.	July '73 3	Portl., Saco & Portsm. 100	1,500,000	J. & J.	Jan. '74 5	Susq. and Tide Water. 50	2,907,746	— & —	— & —
Eastern (N. H.). 100	492,500	J. & J.	July '73 3	Providence & Worcester. 100	2,000,000	J. & J.	July '74 6	— pref. 50	2,907,746	— & —	— & —
Elmira, Jef. & Canand. 100	600,000	F. & A.	Feb. '74 2d	Raleigh and Gaston. 100	1,500,000	J. & J.	July '71 6	W. Branch and Susq. 50	1,100,000	J. & J.	Jan. '65 -
Elmira & Williamsport. 50	600,000	M. & N.	May '74 2d	Rensselaer & Saratoga. 100	6,000,000	J. & J.	July '74 4	MISCELLANEOUS.			
— pref. 50	600,000	J. & J.	July '74 3d	Roch. & Genesee Val. 110	567,500	— & —	— & —	Adams Express. 100	10,000,000	M.J.S.D.	Sept. '74 2
Erie Railway. 100	78,000,000	— & —	— & —	Roch. Water and Ogd. 100	2,998,900	J. & J.	July '74 3d	American Coal. 25	1,500,000	M. & S.	Mar. '74 4
— pref. 100	8,536,910	— & —	— & —	Rutland. 100	2,700,000	— & —	— & —	Am. Merch. Union Exp. 100	18,000,000	J. & J.	July '73 3
Erie and Pittsburg. 50	1,090,250	M.J.S.D.	Mar. '74 1d	— pref. 100	4,300,000	F. & A.	Aug. '74 3d	Ashburton Coal. 50	2,500,000	J. & D.	Dec. '68 4
Fitchburg. 100											

NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstand- ing.	Rate.	Payable.	PAY- ABLE.	Market Price.
National Securities, Aug. 1, 1874.											
Loan of June 14, 1858.....registered	\$260,000	5	Jan. & July.	1874	117 1/2	Maine—(\$7,138,400):					
Loan of February 8, 1861.....registered	13,783,000	6	Jan. & July.	1880	117 1/2	.. Civil Loan Bonds, 1856-'61.....	222,000	6	Various.	74-'78	100
.. coupon	4,632,000	6	"	1880	118 1/2	.. War and Bounty Bonds, 1863 and '64..	3,852,500	6	Various.	'80-'89	100
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	117 1/2	.. War (Municipal Equalization).....	3,083,900	6	April & Oct.	1889	100
Loan of July 17, and Aug. 5, 1861.....registered	125,804,550	6	Jan. & July.	1881	117 1/2	Maryland—\$10,741,215:					
.. coupon	63,516,800	6	"	1881	118 1/2	.. Bonds to R. R. and Canals.....	5,709,639	5	J. A. J. & O	1890	80
Loan of Feb. 25, 1862 (5-20s).....registered	10,571,000	6	May & Nov.	1882	112	.. Bonds to R. R. and Canals.....	828,222	6	"	1890	100
.. coupon	150,688,100	6	"	1882	112	.. Bonds to Balt. & Susq. R. R.....	269,000	3	"	1890	100
Loan of March 3, 1863.....registered	53,636,350	6	Jan. & July.	1881	117 1/2	.. Defense and Bounty Bonds.....	3,072,083	6	Jan. & July.	1883	107
.. coupon	21,363,659	6	"	1881	118 1/2	.. State Loans, 1870 and 1872.....	799,086	6	"	'85-'87	100
Loan of March 3, 1864 (5-20s).....registered	946,000	6	May & Nov.	1884	114 1/2	Massachusetts—(\$28,477,804):					
Loan of June 30, 1864 (5-20s).....registered	25,027,250	6	"	1884	114 1/2	.. State (public works) scrip.....	750,000	5	Various.	74-'80	100
.. coupon	33,018,950	6	"	1884	116	.. Union Fund Loan, 1861.....	2,765,000	6	Jan. & July.	74-'78	100
Loan of March 3, 1865 (5-20s).....registered	33,730,200	6	May & Nov.	1885	115 1/2	.. Union Fund Loan, 1862.....	600,000	5	"	77-'78	100
.. coupon	118,804,150	6	"	1885	117	.. Coast Defense Loan, 1863.....	888,000	5	"	1883	100
.. 2d series (5-20s).....registered	56,935,950	6	Jan. & July.	1885	116 1/2	.. Bounty Loan Bonds, 1863 and 1864.....	8,578,344	5	May & Nov.	83-'94	100
.. coupon	145,727,150	6	"	1885	116 1/2	.. War Loan (currency).....	999,944	5	Mar. & Sept.	1888	100
.. 3d series (5-20s).....registered	87,876,300	6	Jan. & July.	1887	117 1/2	.. Railroad and Tunnel Bonds.....	10,305,532	5	April & Oct.	88-'93	100
.. coupon	222,746,450	6	"	1887	117 1/2	.. Norwich and Worcester R. R. Bonds..	400,000	6	Jan. & July.	1877	100
.. 4th series (5-20s).....registered	13,949,500	6	Jan. & July.	1888	116 1/2	.. B. H. & Erie R. R. Bonds.....	3,599,924	5	"	1900	100
.. coupon	23,524,500	6	"	1888	118	Minnesota—(\$250,000):					
Loan of March 3, 1864 (10-40s).....registered	141,234,050	5	Mar. & Sept.	1904	110 1/2	.. State Buildings Loan 1867 and 1869....	250,000	7	Jan. & July.	77-'79	100
.. coupon	53,343,250	5	"	1904	114 1/2	Missouri—(\$18,747,000):					
Consols of July 14, '70 & Jan. 20, '71 registered	178,938,750	5	F. M. A. & N.	1881	112 1/2	.. State Bonds, proper, 1865-'68.....	439,000	6	Jan. & July.	82-'90	100
.. coupon	137,239,150	5	"	1881	112 1/2	.. State (funding) Bonds, 1867-'68.....	2,727,000	6	"	87-'88	92 1/2
Consols registered	.....	4 1/2	F. M. A. & N.	1886	.....	.. Railroad Loan Bonds, 1864-'66.....	12,501,000	6	"	74-'80	92 1/2
.. coupon	.....	4 1/2	F. M. A. & N.	1886	.....	.. Railroad Bonds, guaranteed 1856-'66....	1,589,000	7	"	76-'81	100
Consols registered	.....	4	F. M. A. & N.	1901	.....	.. State Institutions Loans.....	1,301,000	6	"	var.	100
.. coupon	.....	4	"	1901	.....	New Hampshire—(\$3,914,166):					
Debt matured and without interest.....(var.)	2,740,830	4	"	Due.	.....	.. War Loan Bonds, of 1861.....	614,000	6	Jan. & July.	69-'75	100
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	"	Irred.	.....	.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	84-'89	100 1/2
Certificates of Indebtedness 1870.....(cur.)	678,000	4	"	1875	.....	.. War Loan Bonds, of 1866.....	494,500	6	April & Oct.	73-'74	100
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	96-'99	117 1/2	New Jersey—(\$2,696,300):					
United States Notes.....	382,076,707	as is	"	"	.....	.. War Loan Bonds, 1861-'64, tax free....	2,690,000	6	Jan. & July.	74-'02	100
Fractional Currency.....	45,719,793	"	"	"	.....	New York—(\$36,630,400):					
State Securities, latest dates.											
Alabama—(\$11,258,839):											
.. Bonds (old and extended), 1866 and '72..	3,230,800	5	May & Nov.	'87-'92	.....	.. State Stock of 1827 and 1832.....	561,500	5	J. A. J. & O.	pleas.	100
.. Bonds (new), 1866, '69 '72 and '73.....	2,477,700	5	Jan. & July.	'86-'93	.....	.. State (Deficiency) Stock of 1838.....	900,000	5	"	1875	100
.. State Bonds for Railroads.....	2,300,200	5	"	'90-'91	.....	.. State (Deficiency) Stock of 1838.....	800,000	6	"	1878	100
.. Railroad endorsements.....	16,386,000	8	"	'90-'91	.....	.. State (Deficiency) Stock of 1838.....	348,107	6	"	pleas.	100
Arkansas—(\$10,855,000):											
.. Funded Bonds, (\$4,400,000) 1869 and 70.	2,850,000	6	Jan. & July.	1892-'00	.....	.. State (Deficiency) Stock of 1838.....	1,159,731	6	"	pleas.	100
.. Levee Bonds, 1871.....	2,200,000	7	"	1891	.....	.. Canal Stock.....	1,106,420	6	"	pleas.	100
.. Deficiency Bonds, 1872.....	800,000	7	"	1882	.....	.. Canal Stock.....	111,200	4	"	1871	100
.. Railroad Aid Bonds 1869 to '73.....	5,350,000	7	April & Oct.	'99-'00	.....	.. Canal Stock.....	10,135,290	6	"	72-'73	100
California—(\$3,796,500):											
.. Civil Bonds 1857 and '60.....	1,689,000	7	Jan. & July.	77-'80	.....	.. Bounty Loan registered.....	19,861,000	7	Jan. & July.	1877	107
.. Relief Fund Bonds, 1863.....	110,000	7	"	'83-'85	.....	.. Bounty Loan coupon.....	1,200,000	7	"	1877	106 1/2
.. State Capital Bonds, 1871 and '7.....	500,000	6	"	'91-'92	.....	North Carolina—(\$29,547,045):					
.. Funded Debt of 1873.....	1,497,500	6	"	1893	.....	.. Old or Ante-War Debt.....	4,738,800	6	Jan. & July.	72-'92	18 1/2
Connecticut—(\$5,095,990):											
.. War Loan, (10-30 yrs) of July 1, 1861...	532,800	6	Jan. & July.	1881	102 1/2	.. Old or Ante-War Debt.....	3,639,400	6	April & Oct.	72-'92	100
.. War Loan, (20 yrs) of Jan. 1863 and '64.	2,232,500	6	"	'83-'84	.....	.. Bonds issued since the war.....	3,009,045	6	Jan. & July.	92-'98	100
.. War Loan, (10-30 yrs) of Oct. 1, 1864....	589,500	6	April & Oct.	1894	.....	.. Bonds issued since the war.....	1,859,000	6	April & Oct.	72-'92	100
.. War Loan, (20 yrs) tax free, of Oct. 1, '64	1,741,100	6	"	1885	.....	.. Bonds issued for funding.....	2,417,400	6	Jan. & July.	78-'00	14 1/2
Delaware—(\$1,31,000):											
.. State War Debt.....	879,000	6	Jan. & July.	1885	.....	.. Bonds issued for funding.....	1,721,400	6	April & Oct.	78-'00	100
.. Railroad Aid (J. and Breakwater R. R.)	352,000	6	"	1885	.....	.. Special Tax Bonds.....	11,407,000	6	"	95-'99	100
District of Columbia—(\$4,790,000):											
.. Improvement (gold) bonds.....	4,000,000	6	Jan. & July.	1902	.....	Ohio—(\$8,211,062):					
.. Improvement (cur.) bonds.....	790,000	7	"	1902	.....	.. Loan of 1860, sinking fund.....	147,180	6	Jan. & July.	1870	100
Florida—(\$6,945,703):											
.. Bonds of 1871, and 1873.....	957,000	7	Jan. & July.	var.	.....	.. Loan of 1860, sinking fund.....	1,565,900	6	"	1875	100
.. Railroad Loan (gold) of 1870.....	4,000,000	8	"	1890	.....	.. Loan of 1860, sinking fund.....	4,074,817	6	"	1881	100
.. Consolidated (gold) Bonds of 1873.....	1,000,000	6	"	1903	.....	.. Loan of 1860, sinking fund.....	2,400,000	6	"	1886	100
Georgia—(\$14,871,084):											
.. Bonds for Western & Atlantic R. R.....	784,700	6	May & Nov.	1874	79	Oregon—(\$290,477):					
.. Bonds for Western & Atlantic R. R.....	172,500	7	"	1874	.....	.. Bounty and Relief Bonds.....	90,477	7	Jan. & July.	74-'84	100
.. Bonds for Atlantic and Gulf R. R.....	800,000	6	Feb. & Aug.	'78-'80	.....	.. Willamette Canal Bonds.....	200,000	7	"	1890	100
.. Bonds of March 12, 1866.....	3,900,000	7	Jan. & July.	1886	90	Pennsylvania—(\$24,999,785):					
.. Bonds (gold) of Sept. 1870.....	2,089,000	7	April & Oct.	1890	.....	.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879	100
.. Bonds of Feb. 19, 1873.....	1,200,000	8	"	'75-'80	.....	.. Loan of April 1852, reg. and coup.....	483,000	5	Jan. & July.	1882	100
.. Railroad endorsements.....	7,923,000	var	Various.	var.	.....	.. Loan of May 1852, reg. and coup.....	2,637,500	5	Feb. & Aug.	1877	100
Illinois—(\$2,060,150):											
.. New Internal Improvement Bonds, 1847	932,445	6	Jan. & July.	1878	.....	.. Loan of April 1853, coupon.....	238,000	5	"	1878	100
.. Refunded Stock Bonds, 1859.....	320,000	6	"	'77-'78	.....	.. Loan of April 1861, registered.....	35,000	5	"	1878	100
.. War Loan Bonds, 1861.....	367,000	6	"	1880	.....	.. Loan of Feb. 1867, reg. and coup.....	907,200	5	"	74-'82	100
.. Chicago Relief Bonds 1871.....	250,000	6	"	1881	.....	.. Loan of Feb. 1867, reg. and coup.....	18,798,950	6	"	74-'82	100
Indiana—(\$4,968,513):											
.. War Loan Bonds, of 1863.....	139,000	6	May & Nov.	1866	.....	.. Chambersburg certificates, registered..	83,032	6	June & Dec.	1876	100
.. Temporary Loan Bonds, 1873.....	710,900	7	Jan. & July.	'75-'76	.....	.. Loans of April 1872.....	500,000	6	April & Oct.	1876	100
Iowa—(\$543,050):											
.. War and Defense Fund Bonds, 1861....	300,000	7	Jan. & July.	.....	.....	Rhode Island—(\$2,638,500):					
.. State Bonds (various) 1863 to 1864.....	101,175	6	Jan. & July.	'83-'84	.....	.. War Bonds of 1862.....	1,019,000	6	Mar. & Sept.	1882	100
.. State Bonds (various) 1861 to 1869.....	1,235,500	7	"	'76-'80	.....	.. .. of 1863.....	205,000	6	April & Oct.	1883	100
Louisiana—(\$22,308,800):											
.. State Bonds, to R. R. Companies.....	2,436,000	6	Various.	'79-'00	.....	.. .. of 1864.....	746,000	6	Feb. & Aug.	1894	100
.. Relief (Treasury) Bonds 1853.....	5,750,000	6	May & Nov.	'86-'07	.....	South Carolina—(\$20,650,235):					
.. Levee Bonds 1865.....	1,000,000	8	Various.	1886	.....	.. State House, Stock and Bonds '66-'68..	953,488	6	Jan. & July.	pleas.	100
.. Levee Bonds, 1867.....	4,000,000	6	May & Nov.	1907	.....	.. Five Loan Stock of 1838.....	803,344	6	J. A. J. & O.	1870	100
.. Past due coupons 1865.....	978,800	6	Jan. & July.	'86-'97	.....	.. Funding Stocks 1866 and 1869.....	143,114	6	Jan. & July.	77-'90	100
.. Levee Bonds, 1870.....	2,969,000	8	Mar. & Sept.	1875	.....	.. Five Loan Bonds of 1838.....	481,944	5	"	1868	100
.. Funded Floating Debt 1870.....	2,950,000	6	May & Nov.	1910	.....	.. New State House Bonds 1853-'60.....	298,000	6	"	71-'80	100
.. State Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	.....	.. Blue Ridge R. R. Bonds 1854.....	966,000	6	"	74-'78	100
.. Bonds for Railroad stocks (var.).....	2,436,000	6	Various.	'67-'11	.....	.. Funding Bonds, 1868.....	930,000	6	"	87-'97	100
.. Bonds for Railroads (var.).....	5,202,000	8	Various.	'99-'10	.....	.. .. 1869.....	1,681,000	6	April & Oct.	1878	100
.. Miss. & Mex. Gulf Ship Canal Bonds...	450,000	7.3	Mar. & Sept.	1889	.....	.. .. 1869.....	1,189,400	6	Jan. & July.	1888	13
Michigan—(\$1,622,134):											
.. Sault Ste Marie Canal Bonds.....	61,000	6	Jan. & July.	1879	.....	.. .. 1869.....	2,030,000	7	"	1888	100
.. Renewal Loan Bonds, 1868.....	105,000	6	"	1878	.....	.. Conversion Bonds 1869.....	7,666,500	5	"	1888	100
.. Two Million Loan, 1863.....	1,032,000	6	"	'73-'83	.....	.. .. 1870.....	343,000	6	April & Oct.	1883	100
.. War Bounty Bonds, 1865.....	366,000	7	May & Nov.	1890	.....	.. Railroad Aid Bonds.....	4,797,008	6	Various.	69-'89	100
Tennessee—(\$20,966,382):											
.. Railroad, &c. Bonds.....	15,767,922	6	Jan. & July.	92-'00	77 1/2	.. State House, Stock and Bonds '66-'68..	953,488	6	Jan. & July.	pleas.	100
.. State Bonds (direct).....	4,819,544	6	April & Oct.	69-'99	77 1/2	.. Five Loan Stock of 1838.....	803,344	6	J. A. J. & O.	1870	100
.. State Endorsements.....	2,197,000	6	Jan. & July.	1900	100	.. Funding Stocks 1866 and 1869.....	143,114	6	Jan. & July.	77-'90	100
.. Funded Interest Bonds.....	4,598,635	6	"	1914	77 1/2	.. Five Loan Bonds of 1838.....	481,944	5	"	1868	100
Texas—(\$3,715,979):											
.. Frontier Protection (gold) Bonds, 1870..											

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mort. (gold) end. by Ga. tax fr.	\$3,630,000	6	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
1st Mortgage.....	1,800,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattanooga:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	"	"	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
Alabama and Georgia:							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	85
Albany and Susquehanna:							Buffalo, New York & Phila.:						
1st Mortgage.....	1,800,000	7	Jan. & July.	New York.	1888	10 1/4	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	10 1/2	Burlington, Cedar Rapids & Minn.:						
3d Mortgage.....	399,000	7	May & Nov.	"	1881	92 1/2	1st Mortgage coin or stg skg fd.....	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	56
Albany Loan.....	1,000,000	6	"	Albany.	1895	....	Burlington and Missouri River:						
Alexandria and Fredericksburg:							Land and R. R. Mortgage.....	5,068,350	7	April & Oct.	Boston.	1893	98
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1890	....	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	"	1875	98 1/2
Alligany Valley:							Stock Bonds pref. 3d lien.....	1,200,000	8	"	"	1878	....
General Mortgage.....	4,000,000	7.3	Jan. & July.	New York.	1896	89	Stock (common) Bonds.....	980,000	8	April & Oct.	"	1879	97 1/2
Special Mortgage to Penn.....	3,500,000	5	"	Harrisburg.	....	87 1/2	Stock (common) Bonds.....	899,500	8	Jan. & July.	"	1894	98 1/2
Antietam:							Stock (common) Bonds.....	1,377,840	8	"	"	1889	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Burlington & Mo. Riv. in Neb.:						
Arkansas Central (narrow gauge):							1st Mortgage convertible.....	5,587,971	8	Jan. & July.	Boston.	1894	98 1/2
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	....	Burlington and Southwestern:						
Atchafalaya and Nebraska:							1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1895	80
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	43 1/2	Cairo and Fulton (Arkansas):						
Atchafalaya, Topeka and Santa Fe:							1st Mort. (R. R. & land) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	60 1/2	Cairo and St. Louis (S. F. gauge):						
Land Grant Mortgage (gold).....	7,500pm	7*	April & Oct.	"	1902	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
Atlanta and Richmond Air Line:							Cairo and Vincennes:						
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	84	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901	....
Atlantic and Great Western:							California Pacific:						
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	"	1902	....	Camden and Atlantic:						
3d Mortgage (gold) Income.....	29,000,000	7*	May & Nov.	"	1902	....	2d Mortgage of 1854.....	500,000	7	April & Oct.	Camden.	1879	100 1/2
Atlantic and Gulf:							Camden and Burlington County:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Consolidated 1st Mortgage.....	385,000	6	Feb. & Aug.	Philadelphia.	'70-'07	90
Sectional (S. A. & G. R. R.) bonds	319,000	7	"	"	var.	....	Canada, Michigan and Chicago:						
1st Mortgage (S. Ga. & Fla. R. R.)	484,000	7	May & Nov.	"	1888	....	1st Mort. (skg fd) for \$2,750,000..	....	7	"	New York.	....	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	"	"	1889	....	Canada Southern:						
Atlantic and Lake Erie:							1st Mort (skg fd) d for \$9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	55
1st Mort. (gold) for \$5,000,000.....	....	7*	Jan. & July.	New York.	1901	....	Carthage & Burlington (C. B. & Q.):						
Atlantic, Miss. and Ohio (428 m.):							1st Mortgage guar. and tax free..	600,000	8	May & Nov.	New York.	1879	....
1st Mortgage for \$15,000,000.....	....	7	Jan. & July.	New York.	1901	....	Catawissa:						
Atlantic and North Carolina:							1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage (new).....	1,300,000	7	"	"	1900	100
Atlantic and Pacific:							Chattell Mortgage.....	158,350	5	"	"	'89-'89	61
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	Cazenovia and Canastota:						
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	"	"	1888	....	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
Atlantic and St. Lawrence:							Cedar Falls and Minnesota:						
1st Mortgage (sterling) of 1853.....	484,000	6*	May & Nov.	London.	1878	....	1st Mort. (C. F. to Waverly)....	294,000	7	April & Oct.	New York.	1884	....
2d Mortgage (sterling) of 1864.....	1,499,966	6*	April & Oct.	"	1884	....	1st Mort. (W. to Minn. Line).....	1,377,000	7	Jan. & July.	"	1907	77
3d Mortgage (sterling) of 1871.....	712,932	6*	May & Nov.	"	1891	....	Cedar Rapids & Mo. Riv. (C. & N. W.):						
Bald Eagle Valley:							1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage 2d Div. \$10,000 p. m.	582,000	7	"	"	1894	87 1/2
2d Mortgage.....	100,000	7	"	"	1884	....	1st Mortgage 3d Div. \$16,000 p. m.	2,332,000	7	May & Nov.	"	1916	85 1/2
Baltimore and Ohio:							Central Branch Union Pacific:						
Loan of 1856-75.....	857,250	6	Jan. & July.	Baltimore.	1875	101	1st Mort. (Atch. & Pike's Peak).....	1,600,000	6*	May & Nov.	New York.	1895	....
Loan of 1856-78.....	579,500	6	"	"	1880	100	2d Mortgage Govern't subsidy.	1,000,000	6	Jan. & July.	"	1895	....
Loan of 1858-56.....	1,710,500	6	April & Oct.	"	1885	102	Central of Georgia:						
Loan of 1858-90 (Balt.) skg fd.....	3,461,146	6	Jan. & July.	"	1890	....	1st Mortgage.....	789,000	7	March & Sept.	New York.	1875	....
Loan of 1870-96 (atg.) skg fund.....	3,620,320	6	March & Sept.	London.	1895	....	Central of Iowa:						
Loan of 1872-1902 (atg.) S. F.....	9,498,016	6	"	"	1902	....	1st Mortgage, gold, \$16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	46
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92	2d Mortgage, gold, \$4,000 p. m.	812,000	7*	April & Oct.	"	1901	....
Baltimore and Potomac:							Central of New Jersey:						
1st Mort. (tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
2d Mortgage (R. R.) gold guar.....	3,500,000	6*	April & Oct.	"	1911	....	Convertible bonds of 1872.....	3,612,700	7	"	"	1902	102 1/2
Bangor and Piscataquis:							New Mortgage for \$5,000,000.....	5,000,000	7	Feb. & Aug.	"	1890	104
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Bangor.	1899	....	Loan of Lehigh & Nav. Co. (asu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
1st Mort. (Bangor loan) extens'n	122,000	7	"	"	1901	....	Central Ohio (B. & O.):						
Bay City and East Saginaw:							1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	92 1/2
1st Mort. guar. by F. & P. M. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Central Pacific of California:						
Bedford and Bridgeport:							1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	90 1/2
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	Convertible 20 years bonds, gold	1,483,000	7*	"	"	1883	100
Bellevue and Moosehead Lake:							State Aid B'ds (Int. by State) gold	1,500,000	7*	"	"	1885	99 1/2
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (Western Pacific) gold	2,735,000	6*	"	"	1889	....
Bellevue and Southern Illinois:							1st Mort. (Calif. & Oregon) gold	7,065,000	6*	"	"	'88-'92	....
1st Mort. guar. by St. L. & T. H.	1,100,000	8	April & Oct.	New York.	1896	99 1/2	1st Mort. (S. Fr. Okld. & Ala.)..	500,000	8*	"	San Francisco	1890	....
Beloit and Madison (C. & N. W.):							1st Mort. (San Joaquin V. D.) gold	6,040,000	6*	April & Oct.	New York.	1900	....
1st Mortgage.....	333,000	7	Jan. & July.	New York.	1888	....	Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	"	"	1890	....
Belvidere Delaware:							Charleston and Savannah:						
1st Mortgage (guar. by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1877	95	1st Mortgage guar. by S. Car....	505,000	6	March & Sept.	Charleston.	1877	....
2d Mortgage (Penn. R. R. Co.)	492,500	6	March & Sept.	Princeton.	1885	86 1/2	Funded Interest on 1st Mort.....	157,400	7	"	"	1889	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	83	Charlotte, Columbia & Augusta:						
Blue Ridge (S. Car.):							1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1896	....
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Chartiers:						
Boston and Albany:							1st Mort. guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901	....
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105 1/2	Cheraw and Darlington:						
Boston, Clinton and Fitchburg:							1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
1st Mortgage (Agricultural Br.).....	400,000	6	Jan. & July.	Boston.	1884	79	2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
1st Mortgage (Equalization).....	248,000	7	"	"	1889	59	Cheraw and Salisbury:						
1st Mortgage (Consolidated).....	168,000	7	"	"	1890	90 1/2	1st Mortgage for \$250,000.....	....	8	Jan. & July.	Charleston.	1891	....
Equipment M. & Gage.....	100,000	8	April & Oct.	"	1881	90 1/2	Cherokee:						
Boston, Concord and Montreal:							1st Mort. guar. by Ga. \$12,500p. m.	....	7	June & Dec.	Atlanta.	1891	....
Sinking Fund (consolidated).....	624,000	6	Jan. & July.	Boston.	1889	93	Cherry Valley, Sharon & Albany:						
1st Mortgage (71 m.).....	76,000	6	Feb. & Aug.	New York.	1865	....	1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
1st Mortgage (22 1/2 m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....	Chesapeake and Ohio:						
1st Mortgage (22 1/2 m.)	200,000	7	"	New York.	1870	....	1st M. (gold) skg fd for \$15,000,000	10,000,000	6*	May & Nov.	New York.	1899	48
Boston, Hartford and Erie:							1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	"	1880	73 1/2
1st Mortgage (old).....	660,000	7	March & Sept.	Boston.	1884	....	3d Mort. (") coupon.....	918,000	6	"	"	1884	....
1st Mortgage (Bordell).....	15,000,000	7	Jan. & July.	"	1899	24 1/2	Income (") coupon.....	300,000	8	"	"	1876	....
1st Mortgage, guar. by Erie.....	5,900,000	7	"	New York.	1899	40	Funded Interest, coupon.....	160,500	8	"	"	1877	....
Mass. I. & N. R. R. (guar. by \$4,000,000) Ber.	3,000,000	7*	"	"	1899	....	Cheshire:						
Boston and Lowell:							Corpen bonds (no Mort.).....	809,400	6	Jan. & July.	Boston.	'75-'80	95

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.		Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.		Amount.	Rate.	Interest Payable.		Due.	Price.
				When.	Where.							When.	Where.		
Chester & Chicago Br. Junction:								Cinc. & Indiana (Ind. C. & I. A. F.):							
1st Mort. for \$1,000,000 skg fund	\$.....	10	May & Nov.	St. Louis.	1877	....		1st Mortgage guaranteed.....	\$500,000	7	June & Dec.	New York.	1892	....
Chester and Tamaroa:								2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	1877	70	
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....		Cinc., Richmond & Fort Wayne:							
Chester Valley:								1st Mortgage gold, guar. Wayne:	1,800,000	7*	June & Dec.	New York.	1921	....
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....		Cincinnati, Sandusky and Cleve.:							
Chicago and Alton:								1st Mortgage (C. & C.).....	1,067,421	7	June & Dec.	New York.	1890	6 3/4	
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100		1st Mort. (San. Day & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	7 1/2	
2d Mortgage.....	2,408,000	7	Jan. & July.	" "	1883	104 1/2		1st Mort. (San. City and Ind.)...	350,000	7	March & Sept.	" "	1877	8 1/2	
1st Mortgage Income.....	1,100,000	7	April & Oct.	" "	1884	98		Cincinnati and Springfield:							
1st Mort. (St. L.J. & C.) assumed	564,000	7	Jan. & July.	" "	1890	90		1st Mortgage for \$2,000,000 (guar)		7	April & Oct.	New York.	1901	....
2d Mortgage.....	188,000	7	Jan. & July.	" "	1898	....		Cincinnati and Terre Haute:							
Chicago, Burlington and Quincy:								1st Mort. (Ind. Div.) for \$6,000,000		7	" & "	New York.	1901	....
Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1883	111		Cincinnati, Wabash and Mich.:							
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....		1st Mortgage for \$16,000 p. m.		7	Jan. & July.	New York.	1891	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....		Clev., Col., Cin. & Indianapolis:							
2d Mort. (Northern Cross) gold.	941,000	4 1/2	July.	Frankfort.	1890	....		1st Mortgage sinking fund.....	2,214,000	7	May & Nov.	New York.	1899	10 1/2	
Loan of 1872.....	6,933,225	7	Jan. & July.	Boston.	1896	96 1/2		1st Mort. (C. & C. and C. R. R.)...	272,000	7	Jan. & Dec.	" "	1873-84	....
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....		1st Mort. (Bell. and Ind. R.R.)...	514,000	7	Jan. & July.	" "	1895	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....		Clev. & Mahoning (A. & Gt. Wtn.):							
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98 1/2		1st Mortgage 1853.....	650,000	7	Feb. & Aug.	New York.	1873	....
1st Mort. (Dix., Peo. & Han.) guar.	800,000	8	Jan. & July.	" "	1889	98		3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98 1/2		1st Mort. (Branch) 1863.....	71,000	7	Jan. & July.	" "	1873	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99 1/2		Clev., Mt. Vernon and Delaware:							
1st Mort. (I. O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	98		1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99		Cleveland and Pittsburgh (Pa. Co.):							
Chicago, Cincinnati and Louisv.:								2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	10 1/2	
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....		3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	100 1/2	
Chicago, Clinton & Dubuque:								4th (now 3d) Mortgage guar.....	1,066,000	6	Jan. & July.	" "	1892	90	
1st Mort. guar. C. & B. & Q.....	1,300,000	8	Jan. & July.	Boston.	1896	80		Consol. sinking fund guar.....	528,000	7	May & Nov.	" "	1900	98	
Chicago, Danville and Vincennes:								Colebrookdale:							
1st Mortgage (Ill. Div.) gold.....	2,500,000	7*	April & Oct.	New York.	1909	90		1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
1st Mortgage (Ind. Div.) gold.....	1,600,000	7*	" "	" "	1912	90		Colorado Central (3 ft. gauge):							
Chicago, Dubuque & Minnesota:								1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
1st Mortgage guar. \$25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41		Columbus, Chicago & Ind. Cent.:							
Chicago and Illinois Southern:								1st Mortgage Consol. skg fund.....	15,244,750	7	April & Oct.	New York.	1908	81	
1st Mortgage for \$19,000 p. m.		8	March & Sept.	New York.	1900	....		2d Mortgage Consol. skg fund.....	3,679,900	7	Feb. & Aug.	" "	1909	59	
Chicago and Iowa:								Columbus, Springfield and Cin.:							
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	92 1/2		1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Chicago, Iowa and Nebraska:								Columbus and Hocking Valley:							
2d Mort. (now 1st) guar. C. & N.W.	692,000	7	Jan. & July.	Boston.	1880	93 1/2		1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
3d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....		1st Mortgage (Branch).....	300,000	7	Jan. & July.	" "	1880	....
Chicago and Northwestern:								General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	102 1/2		Columbus and Xenia:							
Funded coupons (193 m.).....	790,000	7	May & Nov.	" "	1883	97		1st Mortgage, guar. by Pa. Co....	302,000	6	March & Sept.	New York.	1890	....
General 1st Mortgage (193 m.)...	3,588,000	7	Feb. & Aug.	" "	1885	101		Connecticut and Passumpsic Riv.:							
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	" "	" "	1885	89		1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	96	
Green Bay Ext. (26m & 76,000 ac.)	284,000	7	" "	" "	1885	89		Notes payable, conv. at par.....	594,000	6*	" "	" "	1876	97 1/2	
Equipm't (Engs. & Cars \$406,000)	101,000	7	April & Oct.	" "	1874	....		1st Mort. (Massawippi) guar. gold	400,000	7*	Jan. & July.	" "	1889	....
1st Mort. (Gal. & Chic. 248 m.)...	1,775,000	7	Feb. & Aug.	" "	1882	100 1/2		Connecticut River:							
2d Mort. (Gal. & Chic. 248 m.)...	938,000	7	May & Nov.	" "	1875	99 1/2		1st Mortgage skg fund.....	250,000		March & Sept.	Boston.	1878	....
Miss. Riv. Bridge (").....	200,000	7	Jan. & July.	" "	1884	....		Connecticut Valley:							
Elgin & State Line (").....	129,500	7	" "	" "	1878	....		1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	" "	1898	95		Connecticut Western:							
Consol. skg fund (C. & N.W. R.R.)	3,105,000	7	F. M. A. & N.	" "	1915	86		1st Mortgage for \$2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Consol. gold bonds for \$48,000,000	4,534,000	7*	June & Dec.	" "	1902	79 1/2		Connecting (Philadelphia):							
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....		1st Mort. ABCD & E \$200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1,2,3,4.	88 1/2	
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....		Cooperstown and Susq. Valley:							
1st Mort. (Chi. & Mil. R.R.) guar.	389,000	7	May & Nov.	" "	1874	....		1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....		Cowaneseque Valley:							
3d Mort. (") guar.	9,500	7	June & Dec.	" "	1898	....		1st Mortgage, gold.....	100,000	7*	Jan. & July.	New York.	1902	....
1st Mort. (Chic. & Mil. R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	92 1/2		Cumberl'd & Penn. (Consol. Coal)							
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	" "	" "	1888	....		1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
Chicago & Northern Pac. Air-Li.								2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	....
1st Mort. (skg f'd gold \$25,000 p.m.)		7*	June & Dec.	New York.	1902	....		Cumberland Valley:							
Chicago & Mich. Lake Shore:								1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. of Sept. 1, '69, \$16,000 p.m.	1,350,000	8	May & Nov.	New York.	1889	39		2d Mortgage.....	109,500	8	" "	" "	1908	....
1st Mort. of Nov. 1, '71, \$16,000 p.m.		8	March & Sept.	" "	1891	....		Plain bonds.....	81,800	6	Jan. & July.	" "	1884	....
Chicago, Omaha and St. Joseph:								Danbury and Norwalk.							
1st Mortgage for \$8,000,000.....		8	April & Oct.	New York.	1901	....		1st Mortgage of July 1, 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Chicago and Paducah (C. B. & Q.)								1st Mortgage of July 1, 1870.....	200,000	7	" "	" "	1890	....
1st Mortgage \$26,000 p. m. gold.		7*	.....	Boston.	1901	....		Danv., Hazletton & Wilkesbarre:							
Chi., Pekin & Southern (C. B. & Q.)								1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	58	
1st Mortgage for \$10,000 per mile		8	Feb. & Aug.	New York.	1901	100		Davenport and St. Paul:							
Chicago, Rock Island and Pacific:								1st Mort. gold skg f'd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage (C. & R. I.) balance	104,000	7	Jan. & July.	New York.	1870	....		Dayton and Michigan (C. H. & D.):							
1st Mort. skg fund (C. & R. I. & Pac.)	8,600,000	7	" "	" "	1896	104 1/2		1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
Chi. & Southwes'n (C. R. I. & Pac.)								2d Mortgage, guar.....	44,000	7	March & Sept.	" "	1887	....
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....		3d Mortgage, guar.....	361,000	7	April & Oct.	" "	1888	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....		Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	1881-94	....
Chicago & Wisconsin Midland:								Dayton and Union:							
1st Mort. g'd skg f'd for \$41,000,000		7*	Jan. & July.	New York.	1902	....		1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....
Chicago and Superior:								2d Mortgage.....	135,000	7	Jan. & Dec.	" "	1879	....
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....		Income Bonds.....	252,445	6	" "	" "	1879	....
1st M. (Chi. & Sup.) g'd \$5,000,000		7*	Jan. & July.	" "	1902	....		Dayton and Western (Pa. Co.):							
Chillicothe & Brunswick:								1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
1st Mort. guar. by St. L. K.C. & W.	500,000	8	Jan. & July.	New York.	1894	....		1st Mortgage.....	426,000	6	" "	" "	1905	....
Cincinnati, and Baltimore:								Decatur, Sullivan and Mattoon:							
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91 1/2		1st Mortgage.....	600,000	8	March & Sept.	New York.	1901	....
Cincinnati, Hamilton and Dayton:								Delaware (P. W. & Balt.):							
1st Mort. of 1853.....	1,250,000	7	May & Nov.	New York.	1880	....		1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....		1st Mortgage, guar.....	100,000	6	" "	" "	1875	98 1/2	
3d Mortgage of 1867.....	282,000	8	June & Dec.	" "	1877	....		1st Mortgage extension.....	100,000	6	" "	" "	1880	....
Cincinnati and Indianapolis June:								Delaware State Loan.....	170,000	6	" "	" "	1876	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....		Delaware, Lackawan. & Western:							
2d Mortgage.....	795,000	7	March & Sept.	" "	1893	....		1st Mort. (Eastern Ext.).....	1,111,000	7	April & Oct.	New York.	1876	163 1/2	
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....		2d Mort. (Del., Lack. & Wtn.)...	1,623,000	7	March & Sept.	" "	1881	104	
Cincinnati, Lafayette and Chi.:								Convertible b'ds (Del. Lack. & W.)	5,000,0						

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Eel River and Illinois:							Frammingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$.....	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	\$477,683	7	May & Nov.	Boston.	1891	90
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½	1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	...
2d Mortgage.....	300,000	8	Jan. & July.	"	1891	....	Galena & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	100½
1st Mortgage (consolidation)....	3,000,000	8	April & Oct.	Boston.	1896	70	2d Mortgage.....	948,000	7	May & Nov.	"	1875	99½
Detroit and Milwaukee:							Elgin and State Line Purchase..	125,000	6	Jan. & July.	"	1878	....
1st Mortgage, (D. & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....	Mississippi Bridge.....	200,000	7	"	"	1884	....
2d Mortgage (").....	1,000,000	8	"	"	1875	....	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....	Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta	'72-'86	....
2d Funded Coup. (").....	375,734	7	"	"	1875	....	Gilman, Clinton & Springfield:						
Oakl. & Ottawa R. R. stg. bonds.	150,867	6*	May & Nov.	London.	1873	....	1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
Detr. & Pontiac R. R. bonds....	250,000	7	"	New York.	1878	....	2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....
Detr. & Pontiac R. R. bonds....	250,000	8	Feb. & Aug.	"	1886	....	Goshen and Deckertown:						
Detroit, Mon. & Tol. (L.S.H. & M.S.)							1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	....
1st Mortgage Aug. 1, 1885	924,000	7	Feb. & Aug.	New York.	1876	97½	Grand Rapids & Indiana:						
Dubuque and Sioux City:							1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	94	1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Dubuque Southwestern:							Grand River Valley (Mich. C.):						
1st Mortgage, guar. by Ill. Cen..	450,000	7	April & Oct.	New York.	1883	....	1st Mort., assumed by Lessees...	1,500,000	8	Jan. & July.	New York.	1886	97
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	....	2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	"	1879	95½
Dunkirk, Warren & Pittsburg:							Grand Trunk (Ca.):						
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	....	Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	....	....
Dutchess and Columbia:							Equipment Bonds No. 2 \$270,500	1,350,000	6*	"	"	....	....
1st Mortgage Jan. 1, 1888.....	1,500,000	7	Jan. & July.	New York.	1908	....	Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
East Alabama and Cincinnati:							1st Preference Bonds \$2,838,335.	14,191,615	5*	Jan. & July.	"	....	....
1st Mort. end \$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....	2d Preference Bonds \$1,685,765	8,428,825	4*	"	"	....	....
East Brandywine & Waynesburg:							Provincial Debenture \$3,111,500	15,557,500	.....	"	Ottawa.	....	....
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	Great Western of Canada:						
2d Mortgage.....	35,000	8	"	"	1873	....	Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	....
East Pennsylvania (Ph. & Rdg.):							Common (Company) Bonds....	1,384,117	4	"	"	'72-'73	....
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	103½	Common (") Bonds....	2,993,975	6	May & Nov.	"	'73-'76	....
East Tenn. & Georgia (E.T.V. & G.):							Common (") Bonds....	2,662,067	5½	April & Oct.	"	'77-'78	....
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'80	....	Common (") Bonds....	4,867	5	"	"	1881	....
East Tenn. & Vir. (E.T.V. & Ga.):							Common (") Bonds....	3,650,000	6	June & Dec.	"	1890	....
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....	Greenville and Columbia:						
East Tennessee, Virginia & Ga.:							1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mort., skg fund for \$3 500,000	2,619,000	7	Jan. & July.	New York.	1890	86	1st Mortgage not guaranteed....	376,766	7	"	"	'81-'86	....
Eastern (Mass.):							Greenwich and Johnsonville:						
English Loan, July 1, 1882.....	383,000	6*	Jan. & July.	London.	1872	....	1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
Loan of 1864-'74.....	750,000	6	Feb. & Aug.	Boston.	1874	99	Hackensack & New York Ext.:						
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94	1st Mortgage, \$10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Loan of 1865-'85.....	160,000	6	April & Oct.	"	1885	....	Hannibal and Naples (T.W. & W.):						
Loan of 1868-'88.....	500,000	6	March & Sept.	"	1883	91	1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	80
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1889	90	2d Mortgage.....	125,000	7	Jan. & July.	"	1890	....
Loan of 1872-'82.....	1,500,000	7	March & Sept.	"	1882	93½	Hannibal & Central Missouri:						
Eastern Shore (Md.):							1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	75
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....	2d Mortgage.....	250,000	7	Feb. & Aug.	"	1890	....
2d Mortgage.....	180,000	6	April & Oct.	"	1886	....	Hannibal and St. Joseph:						
Elizabethtown and Paducah:							Missouri State Loan.....	1,500,000	6	Jan. & July.	New York	'71-'77	92½
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	Missouri State Loan.....	1,500,000	6	"	"	'87-'88	92
Elmira and Williamsport (N. Cen.):							Six years Mortgage bonds (22m)	5,000,000	10	"	"	1872	....
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	98	Five years' notes (277 m.).....	139,300	8	Various.	"	1874	....
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1872	5½	Fifteen years' bonds (277 m.)....	3,476,000	8	March & Sept.	"	1885	79
Erie Railway:							1st Mort. (Q. & Palm R.R. 15 m.)	500,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	2,485,000	7	May & Nov.	New York.	1897	104	1st Mort. (K. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	"	1886	99½
2d Mortgage convertible.....	2,174,000	7	March & Sept.	"	1879	101	General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	"	1888	....
3d Mortgage.....	4,582,000	7	"	"	1883	100½	General Mortgage conv. (277 m.)	5,000	7	Jan. & July.	"	1888	....
4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1880	98	Harlem Extension:						
5th Mortgage convertible.....	709,500	7	June & Dec.	"	1888	93½	1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
Buffalo Branch, 1st mortgage....	182,600	7	Jan. & July.	"	1891	....	Harrisburg & Lancaster:						
Sterling Loan (\$1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	....	1st Mortgage, guar. by Pa. Co..	700,000	6	Jan. & July.	Philadelphia.	1883	100½
Consol. Mort. for \$30,000,000, g'd	12,076,000	7*	"	NY & London.	1920	....	Hartford and New Haven:						
Convertible bonds.....	8,000,000	7	"	"	....	....	1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1873	....
Erie and Louisville:							Hartford, Providence and Fishkill:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....	1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
Erie and Pittsburgh (Penn.):							1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	"	Hartford.	1876	....
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....	Holly, Wayne & Monroe (F&PM):						
2d Mortgage.....	115,200	7	March & Sept.	"	1890	....	1st Mortgage guar., tax free....	1,000,000	8	Jan. & July.	New York.	1901	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	"	1893	....	Holyoke and Westfield:						
Equipment (Mortgage).....	600,000	7	April & Oct.	"	1890	....	1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
European & N. American (Mex.):							Housatonic:						
Bancro City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
1st L.M. & 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	"	1899	87	2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885	....
Evansville and Crawfordville:							3d Mortgage of 1869.....	100,000	6	April & Oct.	"	1889	....
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....	Houston and Texas Central:						
1st Mortgage ".....	1,004,000	7	March & Sept.	"	1889	....	1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	"	1881	....	Hudson River (N.Y. Cen. & H.R.):						
Evansville, Henderson & Nashv.:							1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	....	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885	104½
Evansville, Terre Haute & Chl.:							3d Mortgage.....	180,000	7	May & Nov.	"	1875	164
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....	Hudson Connecting (NY & OMidy):						
Fall River, Warren & Providence:							1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....	Huntingdon and Broad Top Mt.:						
Flint and Pere Marquette:							1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	103½
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	2d Mortgage.....	267,500	7	Feb. & Aug.</			

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1858	\$1,589,500	7	April & Oct.	New York.	1888	---	Sinking Fund Oct. 1, 1869.	\$1,600,000	7	April & Oct.	New York.	1879	---
1st Mortgage (I. C. & L.F.) of 1867	2,770,000	7	Feb. & Aug.	"	1897	---	Consol. registered July 1, 1870.	4,250,000	7	J. A. J. & O.	"	1890	97 1/2
1st Mortgage (") of 1869	1,566,000	7	June & Dec.	"	1899	---	Consol. coupon July 1, 1870.	1,200,000	7	Jan. & July.	"	1890	97
Indianapolis and St. Louis:							Bonds of Oct. 1, 1872.	5,205,000	7	April & Oct.	"	1882	---
1st Mortgage		7	Jan. & July.	New York.	1916	---	Dividend (Lake Shore) Ap. 1, '69	1,495,000	7	"	"	1899	96
1st Mortgage	2,000,000	7	March & Sept.	"	1916	---	Sunbury July 1, 1864.	500,000	7	Jan. & July.	"	1874	---
1st Mortgage		7	April & Oct.	"	1916	---	Reg. Jan. 1, 1856 C.P. & A. R.R.	1,000,000	7	"	"	1896	99
2d Mortgage	1,000,000	7	"	"	1900	---	3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	"	1892	96
Equipment Mortgage	500,000	8	Jan. & July.	"	1881	---	Skgs Fund July 1, 1855 C. & Tol.	1,595,000	7	Jan. & July.	"	1886	104
Iowa Eastern:							Mort. April 1, 1866	860,000	7	April & Oct.	"	1886	97 1/2
1st Mortgage gold.	14,000pm	7 1/2	Feb. & Aug.	New York.	1902	---	1st Mort. May 1, 1855 M.S. & N.I.	5,255,000	7	May & Nov.	"	1886	103
Iowa Falls & Sioux City (Ill. Cen.)							2d Mort. Oct. 31, 1857	2,692,000	7	"	"	1877	110
1st Mortgage guaranteed.	2,960,000	7	April & Oct.	New York.	1917	81 1/2	Mort. Nov. 1, 1858 Buff. & Erie.	---	7	May & Nov.	"	1873	---
Iowa Midland (C. & N. W.)							Mort. July 1, 1862	200,000	7	Jan. & July.	"	1882	98
1st Mort., \$16,000 guar.		8	Feb. & Aug.	New York.	1900	86	Mort. Sept. 1, 1866	300,000	7	March & Sept.	"	1886	---
Ironton (Penn.)							Mort. April 1, 1868	3,000,000	7	April & Oct.	"	1898	97
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	---	1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	"	1876	97 1/2
Ithaca and Athens:							1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	"	1870	90
1st Mortgage gold, skg fund.	600,000	7 1/2	Jan. & July.	New York.	1890	100	1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	"	"	1887	---
Jackson, Lansing & Saginaw (MO):							1st Mort. Oct. 1, 1867 (Kul. & Sch.)	100,000	8	"	"	1887	---
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	96 1/2	1st Mort. July 1, 1863 (G. & R.R.)	840,000	7	"	"	1858	95 1/2
2d Mortgage	500,000	8	March & Sept.	"	1888	---	1st Mort. July 1, 1863 (J. & Frank.)	465,000	7	"	"	1894	---
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	"	1890	94 1/2	2d Mort. Jun. 1, 1869	600,000	7	June & Dec.	"	1894	---
Jacksonville, Pensac. and Mobile:							Lawrence (P. Ft. W. & Ch.):						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	---	1st Mortgage, guaranteed.	600,000	7	April & Oct.	Philadelphia	1895	---
James'n & Frank. (L.S. & M.S.):							Leavenworth, Lawr. & N. West'n:						
1st Mortgage guaranteed.	496,000	7	Jan. & July.	New York.	1897	---	1st Mort. guar. by Pac. of Mo.:	355,000	7	Feb. & Aug.	New York.	1899	---

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1885	20	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	160,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & Nash.):						
Massillon & Cleve. (C.M. V. & D.)							1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....	2d Mortgage gold.....	500,000	6*	April & Oct.	Nashville.	1887	....
Maysville and Lexington:							Naugatuck:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876	....
Memphis and Charleston:							Newark & New York (Cen. N.J.):						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	86	1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....	Newark, Somerset & Straitville:						
Memphis and Little Rock:							1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
1st Mortgage.....	1,300,000	8	May & Nov.	New York.	1890	....	New Brunswick and Canada:						
Michigan Air Line:							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage (E.D.V.) \$15,000 p.m.		8	Jan. & July.	Boston.	1890	101½	Newburg & New York (Erie):						
Michigan Central:							1st Mortgage for \$500,000.....		7	Jan. & July.	New York.	1889	....
1st Mortgage, convertible.....	550,000	8	April & Oct.	New York.	1892	....	New H. Middlet'n & Willman:						
1st Mortgage sinking fund conv.	2,179,000	8	"	"	1882	113	1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....
Consol. Mortgage for \$10,000,000	8,000,000	7	Jan. & July.	"	1902	99	New Haven & Northampton:						
1st Mort. (M. Air L.W.D.) ass'd	1,900,000	8	May & Nov.	"	1890	101	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886	97	Convertible.....	400,000	6	April & Oct.	"	1880	....
2d Mort. (") guar.	500,000	8	March & Sept.	"	1879	95½	Holyoke and Westfield bonds..	2,000,000	7	"	"	1891	....
1st Mort. (Kal. & So. Hav.) j. f. guar	640,000	8	May & Nov.	"	1889	100	New Jersey See United Company:						
2d Mort. (") guar.	70,000	8	"	"	1880	....	New Jersey Midland (N.Y. & O.M.):						
Michigan Lake Shore:							1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....	2d Mortgage currency.....	1,500,000	7	"	"	1881	....
Middletown, Unionv. & W. Gap (E.):							New Jersey Southern:						
1st Mortgage tax free.....	225,000	7	May & Nov.	New York.	1886	....	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	31
Midland of Canada:							1st Mortgage (Tom's Riv. Br.)..	120,000	7	March & Sept.	"	1888	....
1st Mortgage sterling £235,000..	1,143,667	6*	May & Nov.	London.	1896	....	Income Mortgage.....	750,000	7	April & Oct.	"	1881	....
Midland Pacific:							New Jersey West Line:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....	1st Mort. gold, for \$3,000,000....		7*	May & Nov.	New York.	1900	....
Milwaukee and St. Paul:							New London Northern (Vt. Cen.):						
1st Mortgage.....	5,527,000	7	Jan. & July.	New York.	1893	92	1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	80	1st Mortgage.....	200,000	7	Jan. & July.	"	1888	....
1st Mortgage (E. Div. Palmer).....	781,500	8	May & Nov.	"	1874	....	N. Orleans, Jackson & Gt. North:						
1st Mort. (Iowa and Minn.).....	3,810,000	7	Jan. & July.	"	1897	78	1st Mortgage 1856.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (Minn. Cent.).....	190,000	7	"	"	1870	90	2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1870	82	Income Mortgage, 1870 gold....	1,000,000	8*	May & Nov.	"	1890	....
1st Mortgage (P. du Chien).....	3,674,000	8	Feb. & Aug.	"	1898	104	N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	"	1890	....
2d Mortgage (P. du Chien).....	1,315,000	7.3	"	"	1898	91½	New Orleans, Mobile and Texas:						
Milwaukee City Loan.....	230,500	7	March & Sept.	"	1873	....	1st M. (N. O. T. 227 m) skg fd....	2,825,000	8	Jan. & July.	New York.	1915	....
1st Mort. (Milw. & Wtn.).....	234,080	7	Jan. & July.	"	1891	....	1st M. (") gold skg fd.....		7	"	N. Y. or Lond.	1915	....
Real Estate Purchase.....	148,500	7	.....	.....	....	....	2d Mortgage, endorsed by La.....	2,825,000	8	"	New York.	1915	....
Milw. Manitowoc & Green Bay:							New York and Boston:						
1st Mortgage for \$2,500,000.....		7	.....	.....	1891	....	1st Mortgage gold, for \$3,000,000		7*	May & Nov.	N. Y. & N. O.	1889	....
Milwaukee and Northern:							New York Central & Hudson R.:						
1st Mortgage for \$14,000 p.m....		8	June & Dec.	New York.	1890	....	Debt Certif. (N. Y. Central)....	5,936,626	6	May & Nov.	New York.	1883	94
Mineral Point:							Bonds for debts ass'd (N.Y. Cen.)	1,514,000	7	Feb. & Aug.	"	1876	100
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	Bonds for B. & N. S. L. (")	76,000	6	May & Nov.	"	1883	89
Minneapolis & Duluth (L.S. & M.):							Bonds for R.R. stocks (")	592,000	6	"	"	1883	88
1st Mortgage gold, guaranteed..	400,000	8*	Jan. & July.	New York.	1911	....	Bonds for real estate (")	162,000	6	"	"	1883	88
Minneapolis & St. L. (L. Sup. & M.):							Bonds of 1854 renewed (")	2,900,000	6	June & Dec.	"	1887	93½
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....
Minnesota and North Western:							2d Mort. (") S. F.	1,894,000	7	June & Dec.	"	1885	....
1st Mort. gold, skg fd & tax free	20,000 p.m.	7*	Jan. & July.	New York.	1895	....	3d Mort. (")	180,000	7	May & Nov.	"	1875	....
Mississippi Central:							Bonds of '71, tax free (N.Y.C. & H.)	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage.....	1,354,000	7	May & Nov.	New York.	1899-71	....	Consol. Mort. for \$40,000,000....		7	.....	"	1902	103½
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....	New York and Harlem:						
General Mort. for \$8,000,000 gold		7*	May & Nov.	"	1912	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	....
Mississippi, Ouchita & Red Riv.:							Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	99
1st Mortgage gold.....	1,860,000	7*	— & —	.....	1899	19½	Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
1st Mort. Land Grant gold.....	1,000,000	7*	— & —	.....	1891	....	Bonds of 1853, unsecured.....	106,000	7	"	"	1873	....
State (Ark.) subsidy \$10,000 p.m.	1,550,000	7	April & Oct.	.....	1910	....	N. York, Housatonic & Northern:						
Mississippi and Tennessee:							1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....
1st Mortgage of April 1, 1856..	600,000	7	April & Oct.	New York.	1876	....	New York and New Haven:						
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	"	1881-93	....	1st Mortgage.....	1,059,500	7	April & Oct.	New York.	1875	100½
Mississippi Valley and Western:							New York & Oswego Midland:						
1st Mortgage \$20,000 p. m.		8	April & Oct.	New York.	1902	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	....
Missouri, Iowa and Nebraska:							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1898	....
1st Mortgage gold, sinking fund.		7*	Jun. & Dec.	.....	1910	....	2d Mortgage non-convertible ..	1,500,000	7	"	"	1898	....
Missouri, Kansas and Texas:							New York, Providence & Boston:						
1st Mort. (U. Pac. S. Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	1873-78	....
1st Mort. (Teb. & Neosho) S. F. g'd	2,000,000	7*	June & Dec.	"	1903	....	Improvement Bonds.....	140,000	7	Jan. & July.	"	1876	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	"	1904	....	Extension Bonds.....	250,000	6	May & Nov.	"	1878-81	....
Missouri River, Ft. Scott & Gulf:							General Mort. for \$1,000,000....	732,000	7	"	"	1899	....
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....	N. York, West Shore & Chicago:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bos.	74½	....	1st Mortgage gold, \$35,000 p. m.		7*	April & Oct.	New York.	1902	....
Mobile and Girard:							Niles and New Lisbon:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	300,000	7	"	"	1889	....	Norfolk County (B. H. & Erie):						
Mobile and Montgomery:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....	Norfolk & Petersburg (A.M. & O.):						
Mobile and Ohio:							1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage Starting.....	8,000,000	6*	May & Nov.	Mob. & Lond.	1882	....	1st Mortgage.....	157,000	7	"	"	1877	....
Interest bonds.....	804,400	8	"	"	1877	....	2d Mortgage.....	468,000	8	"	Norfolk.	1893	....
Interest bonds.....	371,800	8	"	"	1883	....	North Eastern (S. Car.):						
Interest (sterling) bonds.....	755,040	6*	"	"	1883	....	1st Mortgage of Sept. 1, 1869..	820,000	7	March & Sept.	Charleston.	1899	....
2d Mort. (Income Liquidation)...	943,121	8	March.	Mobile.	1877	....	2d Mortgage of Sept. 1, 1869..	322,0					

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price.
			When.	Where.						When.	Where.		
Northern Pacific:							Perkiomen (Phila. & Rdg):						
1st Mort. on R.R. & lands gold.	50,000pm	7.3	Jan. & July.	New York.	1900	30	1st Mortgage, guaranteed.	\$619,000	6	April & Oct.	Philadelphia.	1897	90
Norwich & Worcester (B.H. & E.):							Perth Amboy & Woodbr. (C.&A.):						
1st Mort. Mass. Loan.	\$400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage.	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.	200,000	....	"	"	1874	....	Petersburg:						
Machine shop &c., bonds.	150,000	7	"	"	1877	....	1st Mortgage (instalments).	341,500	8	Jan. & July.	New York.	79-'88	....
Nyack and Northern:							Philadelphia and Baltimore Cent:						
1st Mortgage.	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 9 1/2 m.)	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93	2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage	200,000	8	"	"	1879	93	Philadelphia and Reading:						
Sinking Fund Bonds.	600,000	8	March & Sept.	"	1890	....	Loan of 1868.	1,138,900	6	Jan. & July.	Philadelphia.	1893	79
Ohio and Mississippi:							Loan of 1870, convertible.	25,000	7	"	"	1890	....
Consolidated 1st Mortgage.	6,694,000	7	Jan. & July.	New York.	1898	91	Mortgage Loan of 1857, conv.	80,500	6	"	"	1886	....
Consolidated 1st Mortgage, etc.		7	"	London.	1898	....	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880	100
Consolidated 2d Mortgage.	3,529,000	7	April & Oct.	New York.	1911	77	Mortgage Loan of 1868.	2,700,000	7	April & Oct.	"	1893	106
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	"	1874	....	Mortgage Loan of 1836 stg.	182,400	7	Jan. & July.	London.	1880	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	"	1882	....	Mortgage Loan of 1843 stg.	976,800	6	"	"	1880	....
Sinking Fund Bond.	50,000	7	May & Nov.	"	1883	....	Mortgage Loan of 1836 stz.	177,600	7	"	"	74-'77	....
Oil Creek and Allegheny River:							Consolidated Dollar coupon.	7,936,000	7	June & Dec.	Philadelphia.	1911	107
1st Mortgage (U.C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78 1/2	Dollar registered	3,414,000	7	"	"	1911	105
1st Mortgage (War. & Fkin.)	650,000	7	April & Oct.	"	1882	78	Mortgage Gold or sig. coup.	7,000,000	6	"	Phil. or Lond.	1911	103
Consolidated Mortgage.	1,100,000	7	May & Nov.	"	1888	47 1/2	Gold or sig. coup. reg.	663,000	6	"	"	1911	103
Old Colony and Newport:							June 1, 1871.	332,000	6	"	Philadelphia.	1911	103
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98 1/2	Dollar coupon.	6,690,985	7	Jan. & July.	"	1893	104
Plain Bonds	485,000	6	April & Oct.	"	1875	95	New improvement Mort. loan.	6,631,615	6	April & Oct.	Phila. or Lond.	1897	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101	Philadelphia, Wilmington & Balt:						
Omaha and Northwestern:							Mortgage Loan, convertible	345,000	6	Jan. & July.	Philadelphia.	1884	111
1st M. land grant, gold \$18,000pm		7.3	Jan. & July.	New York.	1901	....	Loan of 1866.	400,000	6	April & Oct.	"	1878	95
Omaha and Southwest:							Loan of 1867.	1,000,000	6	"	"	1887	....
1st Mortgage \$20,000 p. m.	1,000,004	8	June & Dec.	Boston.	1896	87 1/2	Pickering Valley (Phila. & Rdg):						
Orange, Alexandria & Manassas							1st Mortgage, guaranteed.	330,300	7	April & Oct.	Philadelphia.	1900	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	89 1/2	Pittsburg, Cin. & St. Louis (Pa.):						
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	82	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	64
3d Mort.	598,000	8	May & Nov.	Richmond.	1873	84 1/2	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	72
4th Mort.	574,000	8	March & Sept.	Alexandria.	1880	74	1st Mort. (Ct. & New K 33m) conv.	775,000	7	Jan. & July.	Philadelphia.	1890	....
Consolidated Mortgage.	1,645,500	7	Jan. & July.	New York.	1882	90	Pittsburg & Connellsville:						
Orange and Newark:							1st Mortgage of 1868, tax free.	4,000,000	7	Jan. & July.	Baltimore.	1898	84
1st Mortgage.	546,000	6	May & Nov.	Newark.	1881	....	2d Mort. (Balt. Loan) of 1866.	1,000,000	6	"	"	1886	85
Osage Valley & Southern Kansas:							1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....	Pittsburg, Ft. Wayne & Chicago:						
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series A.)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage.	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series B.)	875,000	7	Feb. & Aug.	"	1912	....
Oswego and Rome (R.W. & O.):							1st Mortgage (Series C.)	875,000	7	March & Sept.	"	1912	....
1st Mortgage.	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series D.)	875,000	7	April & Oct.	"	1912	....
Income Mortgage	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series E.)	875,000	7	May & Nov.	"	1912	....
Oswego and Syracuse (D.L. & W.):							1st Mortgage (Series F.)	875,000	7	June & Dec.	"	1912	....
1st Mortgage, guaranteed.	183,000	7	May & Nov.	New York.	1886	....	2d Mortgage (Series G.)	860,000	7	Jan. & July.	"	1912	102
Ottawa, Oswego & Fox River:							2d Mortgage (Series H.)	860,000	7	Feb. & Aug.	"	1912	....
1st Mortgage guar. by (C.R. & Q.)	1,200,000	8	Jan. & July.	Boston.	1900	98	2d Mortgage (Series I.)	860,000	7	March & Sept.	"	1912	....
Owensboro' and Russellville.							2d Mortgage (Series J.)	860,000	7	April & Oct.	"	1912	....
1st Mortgage for \$1,500,000.		8	Feb. & Aug.	New York.	1887	....	2d Mortgage (Series L.)	860,000	7	May & Nov.	"	1912	....
Pacific of Missouri (Atl. & Pac.):							2d Mortgage (Series M.)	860,000	7	June & Dec.	"	1912	....
1st Mortgage gold.	7,000,000	6	Feb. & Aug.	New York.	1888	78 1/2	3d Mortgage	2,000,000	7	April & Oct.	"	1912	96
2d Mortgage sinking fund.	3,000,000	7	Jan. & July.	"	1891	72	Bridge (O. & P. R. R.) bonds.	153,000	7	May & Nov.	"	1876	....
Income Bonds.	1,500,000	7	"	"	1892	....	Construction bonds of Jan. 1, 70	100,000	7	Jan. & Nov.	"	1877	....
St. Louis County Bonds	700,600	7	Monthly.	St. Louis.	1885	....	Plymouth, Kankakee & Pacific:						
1st Mort. (Lex. & St. Louis) gold	1,000,000	6	Jan. & July.	New York.	1887	....	1st Mortgage for \$3,600,000.		7	Jan. & July.	....	1901	....
1st Mortgage (Lea. Atch & Nev.)	500,000	7	April & Oct.	"	1889	....	Port Huron & Lake Michigan:						
Paducah and Memphis:							1st Mortgage gold, for \$1,800,000		7	May & Nov.	New York.	1889	80
1st Mortgage gold for \$2,805,000.	1,071,000	7	Feb. & Aug.	New York.	1892	....	Portland & Ogdensburg (Me. & N.H.):						
Panama.							1st Mort. (Maine Section) gold.	800,000	6	Jan. & July.	Boston.	1900	....
1st Mortgage, stg £19,350	93,847	7	April & Oct.	London.	1875	....	Consol. Mort. gold, for \$3,500,000		6	May & Nov.	"	1901	....
General Mortgage, stg £597,800.	3,809,330	7	"	"	1897	....	Portland and Ogdensburg (Vt.):						
Paris and Decatur:							1st Mortgage gold, for \$2,500,000		6	May & Nov.	Boston.	1891	....
1st Mortgage gold.	1,200,000	7	Jan. & July.	New York.	1901	....	Portland and Oxford Central:						
Paterson and Newark (Erie):							1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage guaranteed.	500,000	7	Jan. & July.	New York.	1878	....	Portland and Rochester:						
Pekin, Linc. & Decatur (T.W. & W.):							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage, guaranteed.	1,076,000	7	Feb. & Aug.	New York.	1900	75	1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
Pemberton & Hights. (U.C. of N.J.):							2d Mort. Sept. 1, 1871 for \$450,000		7	March & Sept.	"	1891	....
1st Mortgage guaranteed.	160,000	7	Jan. & July.	Philadelphia.	1889	....	Port Royal (S. C.):						
1st Mortgage, guaranteed	500,000	7	"	New York.	....	....	1st Mortgage gold, skg fd.	1,500,000	7	May & Nov.	N. Y. & Lond.	1889	....
Peninsular Railway:							1st Mort. gold, guar. by Ga. Co.	1,000,000	7	"	"	1889	....
1st Mortgage gold (S.F.) 1st series	1,800,000	7	May & Nov.	N. Y. & Lond.	1899	....	1st Mort. gold, conv. & tax free.	800,000	7	Jan. & July.	New York.	1910	....
1st Mortgage gold (S.F.) 2d series	979,000	7	"	"	1900	....	Providence and Worcester:						
Pennsylvania:							1st Mortgage.	300,000	6	Jan. & July.	Providence.	18	....
1st Mortgage (Harr. to Pbg.)	4,970,000	7	Jan. & July.	Philadelphia.	1880	100 1/2	Quincy, Alton and St. Louis:						
2d Mortgage (")	2,583,600	6	April & Oct.	"	1875	101	1st Mortgage gold.	850,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage (") stg.	2,282,240	6	"	London.	1875	....	Quincy and Toledo (T. W. & W.):						
General Mortgage (coup. & reg.)	10,658,760	6	J. A. J. & O.	Philadelphia.	1910	92	1st Mortgage, guaranteed.	500,000	7	May & Nov.	New York.	1890	80
State lien for \$7,500,000, skg fd	5,401,675	5	April & Oct.	Harrisburg.	74-'90	....	Quincy & Warsaw (C. B. & Q.):						
Pennsylvania Coal:							1st Mortgage, guaranteed.	800,000	8	Jan. & July.	Boston.	1890	90
1st Mortgage.	542,500	7	Feb. & Aug.	New York.	1881	....	Reading and Columbia (P. & R.):						
Pennsylvania and Delaware:							1st Mortgage, guaranteed.	850,000	7	March & Sept.	New York.	1882	....
1st Mortgage.	360,000	7	Feb. & Aug.	Philadelphia.	1901	....	2d Mortgage, guaranteed.	350,000	7	June & Dec.	Columbia.	1884	....
Income Mortgage.	310,000	7	March & Sept.	"	1891	....	Rensselaer and Saratoga:						
Pennsylvania & New York (L.V.):							1st Mortgage.	150,000	7	Jan. & July.	Troy.	1873	....
1st Mortgage guaranteed.	1,500,000	7	June & Dec.	Philadelphia.	1896	103 1/2	2d Mortgage.	300,000	7	"	"	1880	....
1st Mortgage guaranteed.	1,500,000	7	"	"	1906	....	3d Mortgage.	150,000	7	"	"	1887	....
Peoria & Bureau Val (C.R.I. & P.):							1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1886	....
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....	1st Mort. (Loy. Salem & Rutl.)	500,000	7	May & N. v.	"	1890	....
Peoria & Hannibal (C. B. & Q.):							1st Mortgage (Glenn's Falls).	125,000	7	Jan. & July.	"	1894	....
1st Mortgage, traffic guarantee.	600,000	8	Jan. & July.	Boston.	1878	....	Richmond and Danville:						
Peoria, Pekin and Jacksonville:							Virginia State Loan, skg fund.	600,000	6	Jan. & July.	Richmond.	....
1st Mortgage.	1,000,000	7	Jan. & July.	New York.	1894	....	Virginia State guar. bonds.	157,800	6	"	"	1875	....
2d Mort. conv., and tax free.	1,000,000	7	April & Oct.	"	1900	....	Consolidated Mortgage.	1,722,000	6	May & Nov.	New York.	76-'90	6
Peoria and Rock Island:							Riel., Frederickburg & Potomac						
1st Mort. gold, conv. & tax free.	1,500,000	7	Feb. & Aug.	N.Y. & Lond.	1900	88	Sterling Loan	87,771	6	Jan. & July.	London.	1875	....
Philadelphia and Erie (Penn.):							Dollar Loan	295,500	8	"	Richmond.	1881	....
1st Mortgage (Sunn & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	102 1/2	Dollar Loan	172,300	7	"	"	1875	....
1st Mortgage (whole road 28 1/2 m)	5,000,000	6 1/2	"	"	1881	91	Richmond and Petersburg:						
2d Mortgage (")	3,000,000	7	Jan. & July.	"	1888	84 1/2	1st Mortgage.	130,800	7	June & Dec.	Richmond.	1875	....
Gen'l M. for \$20,000,000, gold zr.	5,000,000	6 1/2	"	"	1920	....	1st Mortgage.	175,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							Sioux City and Pacific:						
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdensburg:							Somerset (Me. Central):						
1st Mortgage (W. & R.) Skg Fund	799,900	7	March & Sept.	New York.	1880	....	1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potdam & Watert.)	327,000	7	June & Dec.	"	'72-'74	....	South Carolina:						
Consolidated Mort. Skg Fund...	824,500	7	"	"	1891	....	1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	"	New York.	'82-'88	....
1st Mortgage, gold \$20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage, tax free...	500,000	7	May & Nov.	Boston.	1880	72 1/2	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	1890	75 1/2	Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,250	7	various.	"	'72-'74	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. (").....	17,500	6	"	"	1879	....	1st M. endor. by State \$16,000pm	.....	8	.....	.....	.....	....
Calais Loan (Lewey's Island)...	130,000	6	June & Dec.	"	1876	....	South Georgia & Florida (A. & G.):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mort. (E. D.) gold tax free...	1,612,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	....	2d Mort. " " " "	200,000	7	"	"	1889	....
1st M. (W. D.) land grant, g'd tax fr	15,000pm	8*	"	"	1900	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	103	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama.						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	86	1st Mort. endor. by Ala. gold...	22,000 pm	8*	Jan. & July.	New York.	1890	64 1/2
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	South Pacific (Atl. & Pac.):						
2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	70	1st Mortgage gold, assumed....	7,189,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	93
1st Mortgage, gold \$10,000.....	.....	7*	Jan. & July.	New York.	1901	....	South Side (L. I.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	83	South Side, Va. (A.M. & O.):						
St. Louis, Jacksonv. & Chic. (C. & A.):							1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	96 1/2	2d preferred bonds.....	617,000	6	"	"	'84-'90	65
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	"	1898	....	3d preferred bonds.....	448,500	6	"	"	'84-'90	....
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (late North Mo.)...	6,000,000	7	Jan. & July.	New York.	1901	82 1/2	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Denv. (Pacific):							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed...	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd, con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	....
St. Louis and St. Joseph:							Southern (Cal.) Pacific:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	1st Mortgage gold for \$25,000,000.	5,750,000	6*	.....	.....	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage (A.) guaranteed....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible....	1,000,000	7	"	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Chicago (M. & St. P.):							1st Mortgage (Muscoogee) conv.	300,000	7	"	"	'72-'76	....
1st M. land gr. gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed....	198,370	7	"	"	1879	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892	....	Springfield & Illinois S. Eastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,300,000	7	June & Dec.	"	1892	....	1st Mortgage gold, tax free....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
General Mort. (R. R. & Lands)...	2,022,000	7	Jan. & July.	"	....	....	2d Mortgage gold, tax free....	1,000,000	7*	"	"	1900	....
General Mort. (R. R. & Lands)...	1,000,000	7*	"	"	....	....	Springfield and Northwestern:						
1st M. (W. Line) R.R. & Lands...	6,000,000	7	"	"	....	....	1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York.	1901	....
2d M. (W. Line) R. R. & Lands...	3,000,000	7	"	"	....	....	Staten Island:						
St. Paul and Sioux City:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	Sterling Mountain:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	"	1890	....	1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
St. Paul, Stillwater & Taylor's F.:							Sullivan (Verm. Central):						
1st Mortgage for \$450,000.....	.....	8	Jan. & July.	New York.	1901	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Salem (W. Jer.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92 1/2	Sullivan and Erie:						
Salem and Lowell (B. & L.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	90 1/2	Summit Branch:						
Sand., Mansfield & Newark (C. & O.):							1st Mortgage.....	171,000	6	Jan. & July.	Philadelphia.	1876	90 1/2
1st Mortgage guaranteed.....	2,825,000	7	Jan. & July.	New York.	1900	....	Sunbury and Lewiston:						
San Fran., Oakland & Alameda:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1880	50
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	Superior and St. Croix:						
Saratoga & Whitehall (R. & S.):							1st Mortgage \$16,000 p. m.....	.....	8	.....	....	....	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Superior and Northwestern:						
Savannah and Charleston:							1st Mortgage \$16,000.....	.....	8	.....	....	....	....
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	Suspens. Brid. & Erie Junc. (Erie):						
State guaranteed (C. & S.) bonds	505,000	6	May & Nov.	Charleston.	1870	....	1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Funded Interest bonds.....	167,400	7	"	"	1889	....	Sussex (N. J.):						
Savannah, Griffin & North Ala.:							1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
1st Mortgage for \$500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....	Swedesboro (W. Jer.):						
Savannah and Memphis:							1st Mortgage guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....	Syracuse, Bing. & N.Y. (DL & W.):						
Schenectady & Sag. (D. & H. Can.):							1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
1st Mortgage gold, tax free....	300,000	7*	Jan. & July.	New York.	1900	....	2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
Seaboard and Roanoke:							Syracuse and Chenango Valley:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1890	100	1st Mort. gold, for \$500,000....	.....	7*	Feb. & Aug.	New York.	1891	....
Seima and Gulf:							Tebos and Neosho (M. K. C. & T.):						
1st M. guar. by Ala. \$16,000pm.	.....	8*	April & Oct.	New York.	1890	....	1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Seima, Marion and Memphis:							Terre Haute & Indianapolis:						
1st M. gold gr. by Ala. \$16,000pm.	.....	8*	March & Sept.	New York.	1889	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
2d Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	Tioga:						
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	....	1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Equipment Mortgage.....	230,000	10	"	"	1881	....	Toledo, Peoria and Warsaw:						
Shamokin Valley & Pottaw. (N. C.):							1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	83
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	92	1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	"	1896	73
Sheboygan and Fond du Lac:							2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	"	1886	49
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Equipment Mort. sinking fund...	94,000	8	Jan. & July.	"	1879	....
1st Mortgage extension.....	694,000	8	April & Oct.	"	1896	....	Consol. Mort. 227 m. \$6,500,000.	1,406,000	7	May & Nov.	"	1910	53
Shenango and Allegheny:							1st Mortgage (Curl. Br.) 19 m...	250,000	7	June & Dec.	"	1910	....
1st Mortgage for \$1,000,000.....	638,000	7	April & Oct.	New York.	1889	....	Ton's River & Watert. (N. J. So.):						
Shepaug Valley (Ct.):							1st Mortgage guaranteed.....	80,500	7	.....	New York.	1888	....
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....	Troy & Bennington (T. &):						
Shore Line (N. Y. & N. H.):							1st Mortgage skg fund, nar....	100,800	7	Jan. & July.	Troy.	1878	....
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	Troy and Boston:						
Sioux City and St. Paul:							1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....	2d Mortgage.....	300,000	7	April & Oct.	"	1885	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	"	....	....	3d Mortgage.....	650,000	7	May & Nov.	"	1875	....
							Convertible Bonds.....	645,000	7	"	"	1882	....

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Toledo, Wabash and Western:							Western Maryland:						
1st Mort. (Tol. & Ill. 75 m.)	\$900,000	7	Feb. & Aug.	New York.	1890	94	1st Mortgage	\$400,000	6	Jan. & July.	Baltimore.	1890	80
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	90	1st Mort. endor. by Balt.	200,000	6	"	"	1890	98
1st M. (Gt. W. Rwy. of '59, 181 m.)	2,500,000	7	Feb. & Aug.	"	1888	91	2d Mort. "	300,000	6	"	"	1890	98
1st Mort. (Quincy & Tol. 34 m.)	500,000	7	May & Nov.	"	1890	88	2d Mort. endor. by Wash. Co.	300,000	6	"	"	1890	91
2d Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	"	1882	90 1/2	2d Mortgage preferred	800,000	6	"	"	1895	61
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	"	3d Mortgage endor. by Balt.	875,000	6	"	"	1900	98
2d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	"	"	1871	78 1/2	Western Pacific (Cen. Pac.):						
2d M. (Gt. W. Rwy. of '59, 181 m.)	2,500,000	7	"	"	1883	76	1st Mortgage assumed, gold	2,735,000	6 1/2	Jan. & July.	New York.	1899	52
Equipment (Tol. & Wab. 75 m.)	600,000	7	"	"	1883	67	Western Pennsylvania (Penn.):						
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	"	1907	67	1st Mortgage (main line 57 m.)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st M. (Dec. & East St. L. 109 m.)	2,700,000	7	"	"	1900	77	1st Mortgage (Pittab. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	...
Consol. 2d mort. (500 m.) gold	5,000,000	7 1/2	Feb. & Aug.	"	1893	"	Western Union (M. & St. P.):						
1st Mortgage for \$5,000,000							1st Mortgage	3,275,000	7	Jan. & July.	New York.	1896	...
Troy, Salem & Rutland (R. & Sar.):							West Jersey:						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	...	Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	83
Troy Union (and Depot):							1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	...	Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	"	1899	103
2d Mortgage, guaranteed	180,000	6	"	"	1878	...	West Wisconsin:						
Tuckerton:							1st Mort. land gr., gold skg fund	4,000,000	7 1/2	Jan. & July.	N.Y. or Lond.	1896	84
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	...	Whitehall & Plattsburg (M. & P.):						
Union Pacific:							1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	...
1st Mortgage gold, tax free	27,237,000	6 1/2	Jan. & July.	N. Y. & Bost.	'96-'99	84	Wicomico and Pocomoke:						
2d Mortgage (Gov. subsidy)	27,236,000	6 1/2	"	"	'96-'99	"	1st Mortgage	200,000	7	Jan. & July.	New York.	1873	...
1st Mort. Land Grant	9,183,000	7	April & Oct.	"	1889	85	Williamston and Tarboro':						
Income Mortgage	7,563,000	10	March & Sept.	"	1874	86 1/2	1st Mortgage	350,000	8	May & Nov.	New York.	1900	...
Omaha Bridge B'ds, etc	2,500,000	8 1/2	April & Oct.	London.	1896	...	Wilmington, Colum. & Augusta:						
Union Pacific (Central Div.):							1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	65
1st Mortgage gold, tax free	1,600,000	6 1/2	May & Nov.	New York.	1895	...	Wilm., Charlotte & Rutherford:						
2d Mortgage (Gov. subsidy)	1,600,000	6 1/2	Jan. & July.	"	'96-'7-8	...	1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	...
Union Pacific, S. Br. (M. & K. & T.):							1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	1897	...
1st Mortgage gold, skg fund	3,595,000	6 1/2	Jan. & July.	New York.	1899	...	Wilmington and Reading:						
Union & Titusville (O.C. & A. Riv.):							1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	90
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	...	2d Mortgage coupon or regis.	723	6	Jan. & July.	"	1902	76
United Companies of New Jer.:							Wilmington and Weldon:						
Sinking Fund sterling	1,268,080	6 1/2	Jan. & July.	London.	1880	...	Sterling Bonds	648,700	6 1/2	Jan. & July.	London.	1881	...
Loan of 1875 (Joint Companies)	675,000	6 1/2	April & Oct.	Philadelphia.	1875	98 1/2	Currency Bonds	221,400	7	May & Nov.	"	1882	...
Loan of 1875 (New Jersey Co.)	300,000	6 1/2	Feb. & Aug.	New York.	1875	...	Sinking Fund gold, Bonds	710,000	7 1/2	Jan. & July.	New York.	1896	90
Loan of 1883 (" "													

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

the asterisk () occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."*

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[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

“*gr. exterior*” occurring in the column headed “Rolling Stock” signifies that the cost thereof is included, in that headed “Railroad.” A dash (—) across the column signifies “nil,” and running dots (....) signify “not ascertained.”

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Dec. 31, 1873	1873	1872	1871	1870	1869	1868	1867	1866	1865	1864	1863	1862	1861	1860	1859	1858	1857	1856	1855	1854	1853	1852	1851	1850	1849	1848	1847	1846	1845	1844	1843	1842	1841	1840	1839	1838	1837	1836	1835	1834	1833	1832	1831	1830	1829	1828	1827	1826	1825	1824	1823	1822	1821	1820	1819	1818	1817	1816	1815	1814	1813	1812	1811	1810	1809	1808	1807	1806	1805	1804	1803	1802	1801	1800	1799	1798	1797	1796	1795	1794	1793	1792	1791	1790	1789	1788	1787	1786	1785	1784	1783	1782	1781	1780	1779	1778	1777	1776	1775	1774	1773	1772	1771	1770	1769	1768	1767	1766	1765	1764	1763	1762	1761	1760	1759	1758	1757	1756	1755	1754	1753	1752	1751	1750	1749	1748	1747	1746	1745	1744	1743	1742	1741	1740	1739	1738	1737	1736	1735	1734	1733	1732	1731	1730	1729	1728	1727	1726	1725	1724	1723	1722	1721	1720	1719	1718	1717	1716	1715	1714	1713	1712	1711	1710	1709	1708	1707	1706	1705	1704	1703	1702	1701	1700	1699	1698	1697	1696	1695	1694	1693	1692	1691	1690	1689	1688	1687	1686	1685	1684	1683	1682	1681	1680	1679	1678	1677	1676	1675	1674	1673	1672	1671	1670	1669	1668	1667	1666	1665	1664	1663	1662	1661	1660	1659	1658	1657	1656	1655	1654	1653	1652	1651	1650	1649	1648	1647	1646	1645	1644	1643	1642	1641	1640	1639	1638	1637	1636	1635	1634	1633	1632	1631	1630	1629	1628	1627	1626	1625	1624	1623	1622	1621	1620	1619	1618	1617	1616	1615	1614	1613	1612	1611	1610	1609	1608	1607	1606	1605	1604	1603	1602	1601	1600	1599	1598	1597	1596	1595	1594	1593	1592	1591	1590	1589	1588	1587	1586	1585	1584	1583	1582	1581	1580	1579	1578	1577	1576	1575	1574	1573	1572	1571	1570	1569	1568	1567	1566	1565	1564	1563	1562	1561	1560	1559	1558	1557	1556	1555	1554	1553	1552	1551	1550	1549	1548	1547	1546	1545	1544	1543	1542	1541	1540	1539	1538	1537	1536	1535	1534	1533	1532	1531	1530	1529	1528	1527	1526	1525	1524	1523	1522	1521	1520	1519	1518	1517	1516	1515	1514	1513	1512	1511	1510	1509	1508	1507	1506	1505	1504	1503	1502	1501	1500	1499	1498	1497	1496	1495	1494	1493	1492	1491	1490	1489	1488	1487	1486	1485	1484	1483	1482	1481	1480	1479	1478	1477	1476	1475	1474	1473	1472	1471	1470	1469	1468	1467	1466	1465	1464	1463	1462	1461	1460	1459	1458	1457	1456	1455	1454	1453	1452	1451	1450	1449	1448	1447	1446	1445	1444	1443	1442	1441	1440	1439	1438	1437	1436	1435	1434	1433	1432	1431	1430	1429	1428	1427	1426	1425	1424	1423	1422	1421	1420	1419	1418	1417	1416	1415	1414	1413	1412	1411	1410	1409	1408	1407	1406	1405	1404	1403	1402	1401	1400	1399	1398	1397	1396	1395	1394	1393	1392	1391	1390	1389	1388	1387	1386	1385	1384	1383	1382	1381	1380	1379	1378	1377	1376	1375	1374	1373	1372	1371	1370	1369	1368	1367	1366	1365	1364	1363	1362	1361	1360	1359	1358	1357	1356	1355	1354	1353	1352	1351	1350	1349	1348	1347	1346	1345	1344	1343	1342	1341	1340	1339	1338	1337	1336	1335	1334	1333	1332	1331	1330	1329	1328	1327	1326	1325	1324	1323	1322	1321	1320	1319	1318	1317	1316	1315	1314	1313	1312	1311	1310	1309	1308	1307	1306	1305	1304	1303	1302	1301	1300	1299	1298	1297	1296	1295	1294	1293	1292	1291	1290	1289	1288	1287	1286	1285	1284	1283	1282	1281	1280	1279	1278	1277	1276	1275	1274	1273	1272	1271	1270	1269	1268	1267	1266	1265	1264	1263	1262	1261	1260	1259	1258	1257	1256	1255	1254	1253	1252	1251	1250	1249	1248	1247	1246	1245	1244	1243	1242	1241	1240	1239	1238	1237	1236	1235	1234	1233	1232	1231	1230	1229	1228	1227	1226	1225	1224	1223	1222	1221	1220	1219	1218	1217	1216	1215	1214	1213	1212	1211	1210	1209	1208	1207	1206	1205	1204	1203	1202	1201	1200	1199	1198	1197	1196	1195	1194	1193	1192	1191	1190	1189	1188	1187	1186	1185	1184	1183	1182	1181	1180	1179	1178	1177	1176	1175	1174	1173	1172	1171	1170	1169	1168	1167	1166	1165	1164	1163	1162	1161	1160	1159	1158	1157	1156	1155	1154	1153	1152	1151	1150	1149	1148	1147	1146	1145	1144	1143	1142	1141	1140	1139	1138	1137	1136	1135	1134	1133	1132	1131	1130	1129	1128	1127	1126	1125	1124	1123	1122	1121	1120	1119	1118	1117	1116	1115	1114	1113	1112	1111	1110	1109	1108	1107	1106	1105	1104	1103	1102	1101	1100	1099	1098	1097	1096	1095	1094	1093	1092	1091	1090	1089	1088	1087	1086	1085	1084	1083	1082	1081	1080	1079	1078	1077	1076	1075	1074	1073	1072	1071	1070	1069	1068	1067	1066	1065	1064	1063	1062	1061	1060	1059	1058	1057	1056	1055	1054	1053	1052	1051	1050	1049	1048	1047	1046	1045	1044	1043	1042	1041	1040	1039	1038	1037	1036	1035	1034	1033	1032	1031	1030	1029	1028	1027	1026	1025	1024	1023	1022	1021	1020	1019	1018	1017	1016	1015	1014	1013	1012	1011	1010	1009	1008	1007	1006	1005	1004	1003	1002	1001	1000	999	998	997	996	995	994	993	992	991	990	989	988	987	986	985	984	983	982	981	980	979	978	977	976	975	974	973	972	971	970	969	968	967	966	965	964	963	962	961	960	959	958	957	956	955	954	953	952	951	950	949	948	947	946	945	944	943	942	941	940	939	938	937	936	935	934	933	932	931	930	929	928	927	926	925	924	923	922	921	920	919	918	917	916	915	914	913	912	911	910	909	908	907	906	905	904	903	902	901	900	899	898	897	896	895	894	893	892	891	890	889	888	887	886	885	884	883	882	881	880	879	878	877	876	875	874	873	872	871	870	869	868	867	866	865	864	863	862	861	860	859	858	857	856	855	854	853	852	851	850	849	848	847	846	845	844	843	842	841	840	839	838	837	836	835	834	833	832	831	830	829	828	827	826	825	824	823	822	821	820	819	818	817	816	815	814	813	812	811	810	809	808	807	806	805	804	803	802	801	800	799	798	797	796	795	794	793	792	791	790	789	788	787	786	785	784	783	782	781	780	779	778	777	776	775	774	773	772	771	770	769	768	767	766	765	764	763	762	761	760	759	758	757	756	755	754	753	752	751	750	749	748	747	746	745	744	743	742	741	740	739	738	737	736	735	734	733	732	731	730	729	728	727	726	725	724	723	722	721	720	719	718	717	716	715	714	713	712	711	710	709	708	707	706	705	704	703	702	701	700	699	698	697	696	695	694	693	692	691	690	689	688	687	686	685	684	683	682	681	680	679	678	677	676	675	674	673	672	671	670	669	668	667	666	665	664	663	662	661	660	659	658	657	656	655	654	653	652	651	650	649	648	647	646	645	644	643	642	641	640	639	638	637	636	635	634	633	632	631	630	629	628	627	626	625	624	623	622	621	620	619	618	617	616	615	614	613	612	611	610	609	608	607	606	605	604	603	602	601	600	599	598	597	596	595	594	593	592	591	590	589	588	587	586	585	584	583	582	581	580	579	578	577	576	575	574	573	572	571	570	569	568	567	566	565	564	563	562	561	560	559	558	557	556	555	554	553	552	551	550	549	548	547	546	545	544	543	542	541	540	539	538	537	536	535	534	533	532	531	530	529	528	527	526	525	524	523	522	521	520	519	518	517	516	515	514	513	512	511	510	509	508	507	506	505	504	503	502	501	500	499	498	497	496	495	494	493	492	491	490	489	488	487	486	485	484	483	482	481	480	479	478	477	476	475	474	473	472	471	470	469	468	467	466	465	464	463	462	461	460	459	458	457	456	455	454	453	452	451	450
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Rolling Stock: (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "†."

[illegible]

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (*) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Rate.	Paid.	Div'ds	Market Price.
				P. C. D. P. C.	
RAILROAD STOCKS:					
Atlantic and Great Western, pref.	10,000,000	7	7		
Atlantic, Mississippi and Ohio, pref.	800,000	7	7		
Atlantic, Mississippi and Ohio, guar.	276,200	7	7		
Atlantic and Pacific, preferred	10,000,000	7	7	142	
Atlantic and St. Lawrence, * guar.	3,994,900	4	4		
Baltimore and Ohio, * preferred	3,552,800	6	5	105	
Berkshire, * guaranteed	600,000	7	7		
Blossburg, and Corning, * guaranteed	250,000	5	5		
Boston, Concord and Montreal, pref.	800,000	6	6	84	
Buffalo, New York and Erie, * guar.	950,000	7	7		
Catawissa, * pref. and guar.	1,159,500	7	7	86	
Camden and Amboy, * guaranteed	5,847,800	10	10	125	
Camden and Atlantic, preferred	763,549	7	34	91	
Cayuga and Susquehanna, * guar.	589,110	9	9		
Cedar Rapids and Missouri River, preferred and * guaranteed	769,600	7	7		
Central of New Jersey, * guar.	20,000,000	10	10	106	
Central Ohio, * preferred	411,550	6	6	80	
Chemung, * guaranteed	380,000	6	6		
Cheshire, preferred	2,153,200	7	5	78	
Chicago and Alton, * preferred	2,425,400	10	10	101	
Chicago, Iowa & Nebraska, * guar.	3,916,300	8	8	89	
Chicago and North-Western, pref.	21,289,563	7	7	57	
Cinc., Sand. and Cleveland, pref.	429,000	6	6	25	
Cleveland and Mahoning, * guar.	2,059,200	7	7		
Cleveland and Pittsburgh, * guar.	11,236,150	7	7	86	
Cumberland Valley, 1st preferred	241,900	8	8		
" " 2d preferred	243,000	8	8		
Dayton and Michigan, pref. & guar.	922,400	8	8		
Delaware, * guaranteed	1,315,390	6	6		
Detroit and Milwaukee pref. & guar.	2,517,140	6	6		
Dubuque and Sioux City, * guar.	5,000,000	3	3	60	
Dubuque South-Western, pref.	590,315	8	8		
Eastern (N. H.), * guaranteed	492,500	6	44		
Elmira, Jeff. and Canad. * guar.	500,000	5	5		
Elmira & Williamsport, pref. & guar.	500,000	7	7	76	
" " com. & guar.	500,000	5	5		
Erie Railway, preferred	8,536,910	7	7	47	
Erie and Pittsburgh, * guar.	2,000,000	7	7		
Evansville and Crawfordsville, pref.	100,000				
Hannibal and St. Joseph, pref.	2,167,700	7	7	30	
Harrisburg and Lancaster, * guar.	1,182,550	7	7	97	
Housatonic, preferred	1,180,000	8	8	96	
Huntington & Broad Top Mtn, pref.	190,750	7	26		
Jeff. Mad. & Indianapolis, * guar.	2,000,000	7	7		
Joliet and Chicago, * guar.	1,500,000	7	7	85	
Joliet and Northern Indiana, * guar.	300,000	8	8		
Little Miami, Col. and Xenia, * guar.	6,394,450	8	8		
Louisv., Cincinnati and Lex. pref.	861,000	9	9		
Marietta and Cincinnati, 1st pref.	9,101,650	6	18		
" " 2d pref.	4,436,250	6	9		
Mich. Southern, (Lake Shore) guar.	533,500	10	10		
Mill Creek, * guaranteed	323,375	10	10		
Milwaukee and St. Paul, preferred	12,274,483	7	7	54	
Mine Hill, * guaranteed	3,856,430	8	8	106	
Monclair, * guaranteed	2,000,000	7	7		
Morris and Essex, * guar.	15,000,000	7	7	66	
Neaquehoning Valley, * guar.	2,000,000	10	10	111	
Newark and New York, * guar.	1,000,000	7	7		
Newcastle and Beaver Valley, * guar.	605,000	10	10		
New Jersey, * guaranteed	7,295,200	10	10	124	
New London Northern, * guar.	971,400	10	10		
New York & Harlem, * pref. & guar.	1,500,000	8	8	127	
" " com. & guar.	8,500,000	8	8	126	
Niagara Br. & Canandaigua, * guar.	1,000,000	6	6		
Northern Eastern (S. C.), preferred	105,000	8	8		
Northern New Jersey, * guar.	1,000,000	8	8		
Norwich and Worcester, * guar.	2,823,400	10	10	122	
Ogdensburg & Lake Champlain, * guar.	3,077,000	8	8	92	
" " pf. & guar.	2,000,000	8	8	94	
Ohio and Mississippi, preferred	4,030,000	7	7	50	
Oswego and Syracuse, * guar.	1,144,400	9	9		
Panama, guaranteed	7,000,000	12	12	112	
Pateron and Hudson, * guar.	630,000	8	8		
Pemberton and Hightstown, * guar.	342,000	6	6		
Peoria and Bureau Valley, * guar.	1,200,000	8	8		
Philadelphia and Erie, preferred	2,400,000				
Phila., Germantown & Norristown, * guar.	2,231,900	12	12	180	
Philadelphia and Reading, * pref.	1,551,687	10	10	110	
Philadelphia and Trenton, * guar.	1,259,100	10	10	123	
Pittsburg, Ft. Wayne & Chic., * guar.	22,214,285	7	7	93	
Pittsfield and North Adams, * guar.	450,000	5	6	86	
Portland, Saco & Portsmouth, * guar.	1,800,000	10	10	113	
Rochester & Genesee Valley, * guar.	557,560				
Rutland, * preferred and guaranteed	4,300,000	7	7	25	
St. Louis, Alton & Terre Haute, * guar.	2,468,400	7	7	14	
St. Louis, Jacksonv. & Ch., pf. & guar.	1,054,100	7	7		
St. Louis, Kansas City & Nor., pref.	12,000,000	5	5	22	
Schuylkill Valley, * guaranteed	576,000	6	6		
Shamokin V. & Pottsville, * guar.	869,450	6	6		
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	7		
" " 2d pref.	1,000,000	7	7		
Toledo, Wabash and Western, pref.	1,000,000	7	7	71	
Warren, * guaranteed	1,800,000	7	7		
CANAL STOCKS:					
Delaware Division, * guar.	1,933,350	8	8		
Delaware and Raritan, * guar.	5,547,500	10	10		
Morris, preferred and * guaranteed	1,175,000	10	10	125	
" " com. & guar.	1,095,000	4	4	50	
Schuylkill Navigation, preferred	2,905,977	6	6	24	

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, \$6; Scrap Wrought, \$8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.	
Pig, Scotch—Coltness.....per ton	@ —
Gartsherrie.....	@ —
Summerlee.....	@ —
Cambridge.....	@ —
Langloan.....	@ —
Glengarnock.....	@ 37
Eglinton.....	@ 35
Pig, American, No. 1.....	@ 32
Pig, American, No. 2.....	@ 29
Pig, American, Forge.....	@ 27
Bar, Refined, English and American.....	@ —
Bar, Swedes, assorted sizes.....(gold)	137 50 @ 140
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)	
Bar, Swedes, ordinary sizes.....	@ 162 50
Bar, Swedes, Plover sizes.....	@ 172 50
Bar, Refined, 1½ to 2 in. rd. & sq. 1 to 6 inch x 1 to 1 in.....	67 50 @ 70
Bar Refined, 1½ to 6 by 1½ & 5-16 in.....	72 50 @ 75
Bar Refined, 1½ by 1½ & 5-16 in.....	72 50 @ 75
Large Rounds, 2½ to 3½ @ 4 in.....	75 @ 90
Scroll.....	@ 130
Ovals and Half-round.....	@ 130
Band, 1 to 6 in. by 3-16 to No. 12.....	@ 87 50
Horse Shoe.....	97 50 @ 100
Rods, 1½ to 16 inch.....	@ 127 50
Hoop, 1½ by No. 22 to 1½ by 13 & 14.....	95 @ 150
Nail Rod.....	@ 8 —
Sheet Russia, as to assortment.....(gold)	@ — 15
Sheet, Single, D. and T. Common.....	@ 44 @ 5
Sheet, Double and Trebles, Charcoal.....	@ 5 @ 6
Sheet Galvanized.....	List 10 per cent. disc.
Rails, English.....(gold)	per ton. 50 @ 62
Rails, American, at Works in Penna., c'y. 48 —	@ 62 50
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)	
English, Cast, (2d and 1st quality).....per lb.	@ 17 @ 21
English Spring (2d and 1st quality).....	@ 9 @ 10
English Blister (2d and 1st quality).....	@ 14 @ 15
English Machinery.....	@ — 14
English German (2d and 1st quality).....	@ 12 @ 14
American Blister.....	@ — 14
American Cast, Tool.....	@ — 16
American, Cast Spring.....	@ — 10
American Machinery.....	@ — 11
American German Spring.....	@ —
NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.	
10d. to 60d. Com. Fence & Sheath per keg.	3 75 @ 3 85
8d. and 9d. ".....	4 — @ 4 15
6d. and 7d. ".....	4 25 @ 4 40
4d. and 5d. ".....	4 50 @ 4 65
3d. and 4d. Light.....	5 25 @ 5 40
3d. Fine.....	6 — @ 6 15
2d.....	6 75 @ 6 90
Cut Spikes, all sizes.....	4 — @ 4 15
TIN—DUTY: Pig, Bars and Block, 10 per cent. ad val. and Terne Plates, 15 per cent. ad val.	
Blanca.....(gold) per lb.	— 25 @ — 25
Straits.....(gold).....	— 22 @ — 22
English, L. & F.....(gold).....	— @ — 20
English, Refined.....(gold).....	— 21 @ — 21
Plates—Fair to good brands.....	Gold.
I. C. Charcoal.....per box.	9 87 @ 10 —
I. C. Coke.....	7 50 @ 8 25
Coke Terne.....	6 50 @ 7 25
Charcoal Terne.....	8 74 @ 9 —
PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.	
Crude 40 @ 48 gravity (in bulk).....	5 @ — 5
Crude 40 @ 47 gravity (in shipping order).....	8 @ — 8
Refined, Standard White (in shipping order).....	11 @ — 12
Refined, S. W. (in jobbing lots).....	11 @ — 12
Refined, S. W. (in tin).....	17 @ — 20
Naptha, Refined (65 @ 73 gravity).....	9 @ — 10
Residuum.....(in shipping order) per gall.	6 @ — 7
COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.	
Copper, New Sheathing, (over 12 oz.) per lb.....	30 @ — 31
Copper, Bolts.....	32 @ — 33
Copper, Braziers (over 16 oz.).....	32 @ — 33
Copper, Nails.....	37 @ — 38
Copper, Old Sheathing, &c., mixed lots.....	@ — 16
Copper, American Ingot Lake.....	19 @ — 19
Copper, English Pig.....	@ —
Yellow Metal, New Sheathing & bronze.....	22 @ — 23
Yellow Metal, Bolts.....	30 @ —
Yellow Metal, Nails, Sheathing & Slating.....	23 @ — 24
LEAD—DUTY: Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. c.	
Spanish Ordinary.....(gold) per 100 lb.	6 37 @ —
German Ordinary.....(gold) 6 37 @ —	
English.....(gold) 6 50 @ —	
Foreign Refined.....(gold) 7 12 @ 7 25	
Domestic.....(gold) 6 05 @ 5 70	
COAL—DUTY: Bituminous, 75 cts. per ton; 28 bushels 80 lb. to the bushel; Anthracite, 75 cts. per ton; 28 bushels per 28 bushels of 80 lb. to the bushel.	
Liverpool Gas Cannel.....	11 @ —
Liverpool House Cannel.....	18 @ — 19
Anthracite (by cargo) ... per ton of 1,000 lb.	5 @ — 6 25

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 26.

Th. 20. F. 21. Sat. 22. M. 24. Tu. 25. W. 26

	Th. 20. F. 21. Sat. 22.	M. 24.	Tu. 25.	W. 26.
Boston, Hart. & Erie.....		11	11	
Canion Co.....				
Central Pacific.....				
Central Pacific 6s.....	90	90	90	
Central of N. Jersey.....	106	106	106	90
Chesapeake & Ohio 1 m.....				
Chicago & Alton.....	104		100	99
.. pref.....			101	101
.. 1 M.....				
.. S. F.....				
.. Inc. bds.....				
Chicago, Burl. & Q.....	108			
.. 8s, 1883.....				
Chic. & Northwestern.....	38	38	39	38
.. pref.....	56	57	57	57
.. 1st M.....				
.. S. F.....				
.. Consol.....				
Chic., Rock Isl. & Pac.....	102	102	102	101
Chi., R. I. & Pa. 7s, 1896.....	104			
Clev., Col. & Ind.....	66			64
Clev. & Pittsburg guar.....		87		
.. 2 M.....			86	
.. 3 M.....			100	
.. 4 M.....			100	
Clev. and Toledo.....				
.. S. F. 7s.....				
Col., Chi., & Ind. C. 13	13	13	13	12
.. 1 M.....	80	80	81	81
.. 2 M.....				
Del. & Hudson Canal.....	113	113	114	114
Del. Lack. & Western.....	108	108	108	109
.. 1 M 7s.....				
.. 2 M 7s.....				
Erie Railway.....	32	32	32	32
.. pref.....				31
.. 1 M 7s, 1897.....	104			
.. 2 M 7s, 1879.....				
.. 3 M 7s, 1883.....	104			
.. 4 M 7s, 1880.....			100	
.. 5 M 7s, 1888.....				
.. 7s, con. gold.....				
Great Western 2d mort.....				
Hannibal & St. Joseph.....	26	26	26	25
.. pref.....	30			
.. 8s, conv.....				
Hudson River.....				
.. 2 M. S. F.....				
.. 3 M. 7s, 1875.....				
Illinois Central.....				95
.. 7s.....				95
Lake Shore & Mich. S'th. 7s	73	74	74	73
Marietta & Cin. 1st pref.....				
.. 2d pref.....				
Michigan Central.....		74		75
.. S. F. 8s, 1882.....				
M. S. and N. I. M. S. F. 103				
.. 2 M.....				
Milw. and St. Paul.....	35	35	36	35
.. pref.....	53	53	54	54
.. 1st mort.....				
.. 2d mort.....				
.. 8s.....		104		
.. 7 3-10s con.....				
.. 7s, gold.....				
Missouri 6s.....				
.. H. & St. J. 1s.....				
Morris and Essex.....	96	97		96
.. 1st mort.....				
.. 2d mort.....				
N. Y. Cen. & Hud. Riv. 102	102	102	103	102
.. 7s, S. F. 1876.....				
.. 6s, S. F. 1885.....		94		
.. 6s, S. F. 1878.....				
N. York and Harlem.....	125	125	126	126
.. pref.....				
.. 1 M 7s.....				
N. York-N. Hav. & Hart.....	130	130		129
S. Carolina 6s, old.....			130	
.. new.....				
Ohio and Miss.....	24	24	25	24
.. pref.....				25
.. 2d M.....		75	77	
Pacific Mail S. S. Co.....	47	46	47	48
Panama.....		112	112	112
Pitts., Ft. W. & Chi. gtd. 93				
.. 1 M.....				93
.. 2 M.....				
.. 3 M.....			102	
Quicksilver Mining Co. 29			96	
St. L., Alton & T. H.....				
.. pref.....				
.. 1 M.....				
.. 2 M.....				
.. Income bds.....				
Tennessee 6s, old.....				77
.. new.....				
Tol., Wab. & Western.....	36	36	37	36
.. pref.....				
.. 1 M.....	94			
.. 2 M.....		78	78	
.. Equipment.....				
.. St. Lou. Div.....		76		
Union Pacific.....	29	29	29	29
.. 1st mort.....	84	84	84	84
.. L. Gt. 7s.....	84	85		
.. Inc. 10s.....	84	85		
Virginia 6s, old.....				85
.. new.....				86
.. consol.....				
.. def. cert.....				

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 26.

Th. 20. F. 21. Sat. 22. M. 24. Tu. 25. W. 26

FEDERAL STOCKS:—						
U. S. 5s, 10-40s, reg. 110	110	110	110	110	110	110
U. S. 5s, 10-40s, coup. 113	114	114	114	114	114	114
U. S. 5s, 1881, reg. 112	112	112	112	112	112	112
U. S. 5s, 1881, coup. 112	112	112	112	112	112	112
U. S. 5s, 1881, reg. 117	117	117	117	117	117	117
J. S. 5s, 1881, coup. 118	118	118	118	118	118	118
U. S. 6s, 5-20s, reg. '62	112	112	112	112	112	112
U. S. 6s, 5-20s, c. 1862	112	112	112	112	112	112
U. S. 6s, 5-20s, reg. '64	114	114	114	114	114	114
U. S. 6s, 5-20s, c. 1864	116	116	116	116	116	116
U. S. 6s, 5-20s, reg. '65	115	115	115	115	115	115
U. S. 6s, 5-20s, c. 1865	117	117	117	117	117	117
U. S. 6s, 5-20s, r. n. '65	116	116	116	116	116	116
U. S. 6s, 5-20s, c. n. '65	116	116	116	116	116	116
U. S. 6s, 5-20s, reg. '67	117	117	117	117	117	117
U. S. 6s, 5-20s, c. 1867	117	117	117	117	117	117
U. S. 6s, 5-20s, reg. '68	117	117	117	117	117	117
U. S. 6s, 5-20s, c. '68	117	117	117	117	117	117
U. S. 6s, Pac. R.R. issue	117	117	117	117	117	117

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 25.

W. 19. Th. 20. F. 21. Sat. 22. M. 24. Tu. 25

Catawissa preferred	43	43	43	43	43	43
7s, new	97	97	97	97	97	97
Camden and Amboy	93	93	93	93	93	93
6s, 1875	93	93	93	93	93	93
6s, 1883	93	93	93	93	93	93
6s, 1889	100	100	100	100	100	100
mort. 6s, '89	100	100	100	100	100	100
Elmira & Williamsport	100	100	100	100	100	100
7s, pref.	100	100	100	100	100	100
Lehigh Navigation	45	45	45	45	45	45
6s, 1884	97	97	97	97	97	97
Gold L.	95	95	95	95	95	95
R. R. L.	96	96	96	96	96	96
Conv. G. L.	96	96	96	96	96	96
Lehigh Valley R.R.	61	61	61	61	61	61
6s new coup.	101	101	101	101	101	101
6s new reg.	101	101	101	101	101	101
7s	104	104	104	104	104	104
Little Schuylkill R.R.	104	104	104	104	104	104
7s	104	104	104	104	104	104
Minehill	102	102	102	102	102	102
Morris Canal	102	102	102	102	102	102
7s	102	102	102	102	102	102
10s, 1887	102	102	102	102	102	102
Northern Central	7	7	7	7	7	7
Oil Creek & Alleg. Riv.	7	7	7	7	7	7
7s	51	51	51	51	51	51
Pennsylvania R.R.	51	51	51	51	51	51
1st M.	100	100	100	100	100	100
2d M.	101	101	101	101	101	101
Gen. mort.	91	91	91	91	91	91
reg.	94	94	94	94	94	94
Penn. State 6s, 2d series	107	107	107	107	107	107
6s, 3d series	110	110	110	110	110	110
Philadelphia City, 6s	104	104	104	104	104	104
new	104	104	104	104	104	104
Philad., Germ. & Nor.	90	90	90	90	90	90
Phila. & Reading	55	55	55	55	55	55
Philadelphia and Erie	17	17	17	17	17	17
6s	84	84	84	84	84	84
7s	84	84	84	84	84	84
Phila., Wilm. & Balt.	124	124	124	124	124	124
Schuylkill Navigation	124	124	124	124	124	124
6s, 1882	76	76	76	76	76	76
6s, 1876	76	76	76	76	76	76
6s, 1872	76	76	76	76	76	76
United Co. of N. Jersey	125	125	125	125	125	125
Hestonville, (Horse)	19	19	19	19	19	19
Chestnut & Wal.	19	19	19	19	19	19
Green & Coates	50	50	50	50	50	50
2d and 3d streets	64	64	64	64	64	64
Spruce and Pine	64	64	64	64	64	64
13th and 15th sts.	64	64	64	64	64	64

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 25.

W. 19. Th. 20. F. 21. Sat. 22. M. 24. Tu. 25

Baltimore City 6s, 1875	102	102	102	102	102	102
1886	101	101	101	101	101	101
1890	102	102	102	102	102	102
1884	101	101	101	101	101	101
1900	101	101	101	101	101	101
Balt and Ohio	169	169	169	169	169	169
bonds, 1875	101	101	101	101	101	101
1880	101	101	101	101	101	101
1885	101	101	101	101	101	101
Central Ohio	92	92	92	92	92	92
1st mort.	92	92	92	92	92	92
Marietta & Cin. 1st M.	103	103	103	103	103	103
2d M.	92	92	92	92	92	92
3d M. 8s	74	74	74	74	74	74
Northern Central	92	92	92	92	92	92
bonds, 1885	92	92	92	92	92	92
1900	92	92	92	92	92	92
G. B. 1900	94	94	94	94	94	94
Pittab. & Connellsv. 7s	84	84	84	84	84	84
N. W. Va. 3d mort.	84	84	84	84	84	84
Virginia 6s, Consol.	62	62	62	62	62	62
Defer. Certif.	62	62	62	62	62	62
City Passenger R.R.	19	19	19	19	19	19

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 26.

Th. 20. F. 21. Sat. 22. M. 24. Tu. 25. W. 26

Boston and Albany	133	133	133	133	133	133
Boston and Lowell	112	112	112	112	112	112
Boston and Maine	112	112	112	112	112	112
Boston and Providence	149	149	149	149	149	149
Boston, Hartford & Erie	24	24	24	24	24	24
7s	24	24	24	24	24	24
Cheshire, pref.	108	108	108	108	108	108
Chil. Burl. & Quincy	108	108	108	108	108	108
Concord	102	102	102	102	102	102
Connecticut River	102	102	102	102	102	102
Eastern	56	56	56	56	56	56
Fitchburg	123	123	123	123	123	123
Manchester, Law'ree	123	123	123	123	123	123
Michigan Central	73	73	73	73	73	73
Northern, N. H.	73	73	73	73	73	73
Ogdens & Lake Cham.	49	49	49	49	49	49
pref.	49	49	49	49	49	49
Old Colony	106	106	106	106	106	106
Ph. W. & Baltimore	53	53	53	53	53	53
Port'd, Saco & Ports	53	53	53	53	53	53
Union Pacific	83	83	83	83	83	83
6s	83	83	83	83	83	83
Land Grant 7s	82	82	82	82	82	82
Income 10s	80	80	80	80	80	80
Vermont & Canada	50	50	50	50	50	50
Vermont & Mass.	65	65	65	65	65	65
South Boston (Horse)	65	65	65	65	65	65
Cambridge	42	42	42	42	42	42
Metropolitan	42	42	42	42	42	42
Middlesex	23	23	23	23	23	23
Central Mining Co.	11	11	11	11	11	11
Copper Falls	11	11	11	11	11	11
Franklin	30	30	30	30	30	30
National	30	30	30	30	30	30
Quincy	30	30	30	30	30	30

London Stock Exchange.

Closing Prices.

Aug. 14. Aug. 7.

Atlantic & Gt. W. 1st mort.	48	50	50	52
Do. 2d mort.	25	27	27	29
Do. 3d mort.	11	12	12	13
Do. Con. mort. Bonds Bisch's Cert.	12	14	13	15
Do. Leas. Lines, Rental Bonds	58	62	60	65
Do. 1873	40	45	43	48
Do. 8 p. c. Scrip. West. Exten.	—	—	—	—
Detroit & Milwaukee 1st mort. Bonds	60	65	60	65
Do. 2d do.	55	60	55	60
Erie shares 100 dol. all paid.	29	30	29	30
Do. Convertible Gold Bonds	62	64	63	65
Do. 6 per cent Convertible Bonds	96	98	95	97
Cons. Mort. amount autho. to be issued for conv. of existing bonds.	89	91	88	90
Illinois Central 100 shares all paid.	88	88	86	88
Do. Redemption mort. bonds 6 p. c. 100	100	102	100	102
Illinois & St. Louis Bridge 1st mort.	101	102	100	102
Marietta and Cincinnati Rail. Bonds	95	98	95	98
Michigan Central 8s 1882, conv.	—	—	—	—
New York Central, 100 dol. shares	93	94	93	94
Panama General mort.	100	102	99	101
Pennsylvania, General mort.	97	98	97	98
Do. 50 shares	47	48	46	47
Philadelphia and Erie 1st mort.	95	97	95	97

American Railroad Journal.

Saturday, August 29, 1874.

Stock Exchange and Money Market

The Money movement during the week has been indicative of continued ease for the leading borrowers on ample offerings of capital on both call and time. The demand from nearly all sources has been on a moderate scale for the season. Some inquiry has been noted for currency to be used in the forwarding of the abundant harvest products to market. The increase in speculative activity at the Stock and Gold Boards, especially the former, has tended to augment the requirements of the prominent Street firms. From the mercantile classes there has been a moderate demand for aid in the discount line. Lenders, however, have been liberal of accommodation. Call loans have been quoted to the leading borrowers at 2@3, and the best commercial credits at 5@7 per cent per annum. The City banks, last week, again reduced their deposit and their specie averages materially, while further contracting their loan and discount line. They likewise reduced their reserve of legal tender, while enlarging their item of circulation slightly. The U. S. Sub-Treasury again increased both its currency

and specie reserves, the former quite liberally. The City banks, last week, reduced their reserve of legal tender notes \$686,700, their deposit item \$3,051,400, and their specie average \$2,797,100. They also report a decrease of \$674,200 in the loans and discounts, and an addition of \$10,900 to the circulation. The U. S. Sub-Treasury in this city closed the week with a currency balance of \$62,254,381, against \$59,899,722 the preceding week; and a coin hoard of \$52,212,785, against \$51,716,277 on the previous return. The City bank exchanges, during the week, were \$320,109,469, or a daily average of \$53,351,578. The customs revenue of the port, during the week, was \$2,972,256. The City banks reported their average of gold last week at \$19,554,900, and their greenback average at \$65,891,400. Their deposits stood at \$234,864,100. The loan item was \$278,576,000. The circulation was \$25,820,000.

The outstanding amount of legal tender notes is now definitely established by law at 382 millions. The National bank circulation is over 350 millions.

The income of the Government, from internal revenues, thus far, in the current fiscal year, commencing with July 1, 1874, has been over 14½ millions.

The Treasury balances at the opening of business on Wednesday were as follows: currency, \$15,345,939; special deposit of legal tenders for the redemption of certificates of deposit, \$61,430,000; coin, \$72,485,471, including \$30,884,200 in coin certificates.

Gold has been quoted stronger in price, on a more confident demand from speculative sources, and heavier drains for Custom House purposes. The export movement has been less extensive. The later dealings indicated less firmness. The extremes of the price have been 109½@110, closing at 109¾, as against 109½ on Wednesday of the preceding week. The specie outflow, last week, was only \$693,229. The imports of specie at this port since Jan. 1, have been \$2,942,628. The customs demand for Gold last week averaged \$503,167 a day. Foreign Exchange has been less sought after and quoted lower. Bankers' sixty day bills on London closed on Wednesday at \$4 86¼@4 86¾; sight bills on London at \$4 89@4 89½ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$5,660,319.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to \$6,871,325.

Government securities have been quoted somewhat firmer in price, on a fairly active demand, on investment account. U. S. sixes of 1881 closed on Wednesday of this week at 118¾@118½; U. S. Five-Twenties of 1862, 112½@112¼; U. S. Five-Twenties of 1864 at 116@116¼; U. S. Five-Twenties of 1865, 117½@117¼; U. S. Five-Twenties of 1865 consolidated, 116½@116¼; U. S. Five-Twenties of 1867, 117½@117¼; U. S. Five-Twenties of 1868, 117½@117¼; U. S. Tens of 1868 at 114¼@114½; U. S. Fives of 1881, (Pumping Loan) 112¾@112½; Six per cent. currency Sixes from 117½@117¼.

State and Railway bonds have been inactive at about former rates. Railway and miscellane-

ous share property has been much more freely dealt in, opening at firmer and buoyant prices, but closing lower, and unsettled.

General business, though fairly active, has not quite realized the anticipations of the mercantile classes. Domestic Produce has been quite freely dealt in; Breadstuffs, Provisions, and Cotton have been quoted lower. Flour and Wheat unusually depressed. Foreign merchandise has been in moderate demand. Scotch Pig Iron has been held more firmly, on light offerings. American dull and weak. Eglinton Pig Iron quoted at 34@35; Glengarnock, 36@37; Sumerlee, 36; No. 1 American Pig at 31@32, No. 2 do. at 27@29; Forge, 25@27; English Rails at 50@52, gold; American Rails at works, 57 50@562 50; Old Rails, 34@38. Wrought Scrap, 35@37 50. Sales have been made of 600 tons of the latter on p. t. Ocean freights have been fairly active, opening lower, but quoted firmer toward the close. The Hardware business has been up to a good average; and values have been well maintained.

At the auction sale of Scranton Coal on Wednesday, 50,000 tons were disposed of within the range of \$4 77½@5 92½ per ton; an advance on the July prices.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Pacific R. R. of Mo., 39½; do. 1st mort., 78½; Chicago and Alton scrip, ex-div., 93; Atlantic and Pacific R. R., pref., 14½; St. Louis, Kansas City and Northern pref., 22; Ohio and Mississippi 7s, consol., 91; do. consol. S. F., 92; Detroit, Monroe and Toledo 1st mort., 97½; Union Pacific R. R. S. F. 8s, 71½; New York Central 1st mort., reg., 105; do. coupon, 105; Chicago and Northwestern consol. gold bonds, 79½; Canada Southern 1st mort., 55; Toledo, Peoria and Warsaw 2d mort., 49; do. 1st mort., W. D., 73; Boston, Hartford and Erie 1st mort., 24¾; do. guar., 40; Central of New Jersey 7s, conv., 102¾; Del., Lack. and Western 7s, conv., 105; Morris and Essex 7s, 1871, 96½; Michigan Central 7s, 99; Albany and Susquehanna 1st mort., 103½; do. 2d mort., 101; St. Louis, Jacksonville and Chicago 1st mort., 96½; Long Dock bonds, 99; North Missouri 1st mort., 82½; St. Louis and Iron Mt., 1st mort., 83; Chicago and Milwaukee 1st mort., 92½; Lake Shore and Michigan Southern 7s, consol., reg., 97¾; Clev., Col., Cin. and Ind. 1st mort., 101½; Buffalo, New York and Erie 1st mort., 85; Western Pacific bonds, 82; Chesapeake and Ohio 1st mort., ex-coupon, 47; Western Union Telegraph, 76½; do. 7s, 99¼; Atlantic and Pacific Tel., 15; Consol. Coal of Md., 47; Maryland Coal, 20; Adams Exp., 107; Wells Fargo Exp., 75; U. S. Exp., 68¼; Quicksilver mining pref., 31; Connecticut 6s, 102½; Tennessee 6s, old, ex-coupon, 57½; do. new, do., 57½; do. 6s, n. s., 57½; Missouri 6s, l. bonds, 92¾; North Carolina 6s, Fund Act, 1868, 14½; do. 6s, old, Jan. and July, 18½; Georgia 6s, 79.

Philadelphia.—Pennsylvania R. R. div. scrip., 102; Huntingdon and Broad Top Mt. pref., 13; Catawissa new pref., 31; Fifth and Sixth streets, R. R., 55; Camden and Atlantic pref., 45¾; do. 2d mort., 100¼; West Pennsylvania R. R. bonds, 80; West Jersey R. R. 7s, 103½; Phila. and

Reading Gen'l mort. 7s, reg., 105; do. debenture bonds, 79¼; do. 6s, 1844-'80, 100; do. 7s, new, conv., 104; Elmira and Williamsport 5s, 58½; Pennsylvania Canal 6s, 69; Delaware Division Canal 6s, 88; Schuylkill Nav. 6s, 76½; Pittsburg, Cincinnati and St. Louis 7s 64¾; Allegheny Valley 7 3-10s, 89; Allegheny County 5s, 78½; Pittsburg 7s, 64¾. The latest quotations are: City 6s, 101¼@101½; do. free of tax, 104¼@104¾; Pennsylvania State 6s, 2d series, 107½@107¾; do. 3d series, 109@111; Philadelphia and Reading, 55¼@55¾; do. Gen'l mort. 7s, coup., 103½@104; do. reg., 104¼@105½; do. mort. 6s, 1880, 99½@101; do. new, conv., 104@104½; do. 7s, 1893, —@107; United New Jersey R. R. and Canal Co., 125¼@126; Camden and Amboy mort. 6s, 1889, 100@101; Pennsylvania R. R., 51½@51¾; do. div. scrip., 102@102¼; do. 1st mort., 100¼@101¼; do. 2d mort. 100¾@102; do. general mort. coupon, 91@92; do. reg., 94@94¾; Little Schuylkill R. R., 47@48; Morris Canal, 48@51; do. pref. 120@122½; do. 6s, 97½@100½; Susquehanna Canal, 50@58; do. 6s, 73½@77; Schuylkill Nav., 61¼@7; do. pref., 12¾@12½; do. 6s, 1882, 76½@77; do. 1872, 87½@91; Elmira and Williamsport pref., 35@40; do. 7s, 1873, 98@99; do. 5s, 58½@62; Lehigh Coal and Navigation, 45@45½; do. 6s, 1884, 96½@97; do. R. R. Loan, 96½@97; do. Gold Loan, 95¼@96; North Pennsylvania, 45½@46; do. 6s, 100@100¼; do. 7s, 102½@103; do. Chatte 10s, 107@108; Philadelphia and Erie, 17@17½; do. 6s, 90½@92; do. 7s, 84¼@85¾; Minehill, 52½@53; Catawissa, 14@17; do. pref., 43@43½; do. new pref., 31@31½; do. 7s, 1900, 100½@101; Lehigh Valley, 61@61½; do. 6s, new coupon, 100@100½; do. reg., 100¾@101; do. 7s, 103½@104; Fifth and Sixth streets (horse) 55@56; Second and Third, 64@64½; Thirteenth and Fifteenth, 22@25; Spruce and Pine, 29½@31; Green and Coates, 50@51; Chestnut and Walnut, 70@80; Hestonville, 19¼@19¾; Germantown, 35@40.

Boston.—Worcester and Nashua R. R., 124½; Indianapolis, Cincinnati and Lafayette R. R., 6½; Cincinnati, Sandusky and Cleveland R. R., 10; Burlington and Missouri River R. R. in Nebraska, 55; do. 8s, old, 98½; Norwich and Worcester R. R., 122; Summit Branch, 35½; Nashua and Lowell R. R., 122¾; Rutland scrip, No. 6, 40; Chicago, Burlington and Quincy 7s, 96¾; Vermont Central 1st mort., 16; Grand River Valley 1st mort. 8s, 97; Boston and Albany 7s, 1894, 104½; Burlington and Missouri River R. R. in Iowa, 104½; do. Land Grant 7s, 98; Old Colony 7s, 1894, 104½; Boston Concord and Montreal 7s, 1893, 103; Eastern R. R. 7s, 1882, 93¾; do. 1887, 92¾; New Bedford R. R. 7s, 103½; Jackson, Lansing and Saginaw 8s, 1891, 94¼; Cary Imp., 5¾; Boston Land, 5; Boston Water Power Co., 11¾; Pullman Palace Car Co., 95¼; Essex Co., 125; New Hampshire 6s, 100¼; Chicago 7s, 1894, 99½; Cincinnati 7s, 1894, 101; Worcester 6s, 97; Cleveland 7s, 1879, 99½; Minneapolis 8s, 1899, 99¼; Toledo 8s, 1878, 101¾; do. 7 3-10s, 95; Boston 5s, 1884, gold, 99¾; do. 6s, 1880@1894, 100; Cambridge 6s, 1884, 97; do. 1894, 96½; Charlestown 6s, 1891, 98¼; Allouez Mining Co., 8½; Calumet and Hecla, 127¼; Ridge, 5.

Baltimore.—Orange and Alexandria 2d mort. 6s, 82; Western Maryland 1st mort., guar. by

Baltimore, 98½; do. 3d mort., guar. by Baltimore, 98; do. 2d mort., guar. by Washington Co., 91; Wilmington and Weldon 7s, 90; Virginia consols, coupons, 81; Virginia consols, ex-coupon, 49½; Virginia consols, new, 34; Memphis City 6s, 43; Santa Clara bonds, 12. The latest quotations are: Richmond and Danville 1st mort., 67½@67¾; Pittsburg and Connellsville 7s, 1898, 84¾@86; Baltimore and Ohio, 169@170; do. 6s, 1875, 100½@101½; do. 1880, 100½@101; do. 1885, 101½@102; Washington Branch, —@175; Northern Central, 33@34; do. 6s, 1885, 92@93; do. 6s, 1877, 93@—; do. 1900, 90@91 do., 6s, 1900 gold, 90¾@91½; N. W. Va. 3d mort., 1885, 95@98; Marietta and Cincinnati 1st pref., 16½@20; do. 2d pref., 9@12; do. 1st mort. 7s, 1892, 102@103; do. 2d mort., 7s, 92½@92¾; do., 3d mort., 8s, 74@74½; Central Ohio, 42@43; do. pref., —@—; do. 1st mort., 92¾@93; Western Maryland, 1st mort. 6s, 1890, 80@89; do. 1st mort. guar., 98@100; do. 2d mort. guar., 98@100; do. 3d mort., guar., 98@99; do. 2d mort. pref., 60@70; do. 2d mort. guar. by Washington Co., 90@91; Virginia and Tennessee 2d mort. 6s, 69@75; do. 3d mort. 8s, 78@80; Orange and Alexandria 1st mort. 6s, 89@92; do., 2d mort. 6s, 80½@82; do., 3d mort. 8s, 80@81½; do., 4th mort. 8s, 74@75; Orange, Alex. and Manassas 7s, 79@79½; Baltimore 6s, 1875, 101½@102; do., 1884, 100@102; do. 1886, 101@101½; do. 1890, 102@102¼; do., 1900, 101@101¼; do. 1902, 101@101½; do., 6s, exempt, 103¾@106; do. 5s, 80@86; Memphis City 6s, 42@43; Maryland Defense 6s, 1883, 106@108; do. 6s, 1890, 100@—; do. 6s, exempt, 106@108; do. 5s, 80@90; Virginia coupon 6s, old, 33¾@33½; do. new, 30@40; do. consol. 6s, 52@52¼; do. coupons, 80½@81½; West Virginia, 9@10; City Passenger R. R., 19@20; George's Creek Coal, 140@150; Atlantic Coal, 2.30@2.40; Santa Clara, 4.50@6.50; Canton Co., 50@70.

Calumet and Hecla Mining Co.

At the annual meeting of this company, held in Boston on the 19th inst., the following Board of Directors was elected: Alexander Agassiz, H. H. Hunnewell and George Higginson of Boston, Quincy A. Shaw of West Roxbury and James N. Wright of Calumet, Michigan. At a subsequent meeting of the directors Mr. Agassiz was chosen President, and Mr. Chas. W. Seabury Treasurer and Secretary. From the reports rendered it appears that, for the season of 1873, 18,392,000 pounds of copper were sold, netting 26 40-100 cents a pound. The expenses of marketing were .01 37-100, and of smelting and barrelling .01 27-100 a pound. The assets of the company over liabilities is \$2,253,545. The mine never looked better, and is opened five years in advance.

The first ten of the 65 locomotives ordered from the Grant Locomotive Works, at Paterson N. J., are now being shipped at Jersey City. They are to be delivered at the port of Taganrog, at the head of the Sea of Azov.

Surveys have been completed for a branch of the St. Louis, Iron Mountain and Southern railroad which is to leave the main line near Benton, Ark., and run west about 25 miles to the Hot Springs.

The Land Office of the Northern Pacific Railroad Company has been removed from Kalama to Tacoma.

Allegheny Valley Railroad.

A meeting of the creditors was held in Pittsburgh on the 11th inst. to consider the report of the Executive Committee which had conferred with the Pennsylvania Railroad Company. The following proposition was reported by them as satisfactory to the Pennsylvania Railroad and accepted by Mr. Thos. A. Scott, who said if the creditors of the Allegheny Valley would fund their claims his road was prepared to execute a contract. The propositions are as follows:

1. That the Allegheny Valley Railroad shall apply to the payment of interest on the income bonds, all her surplus earnings, after providing for existing mortgages and operating expenses only.

2. That there shall be devoted to the payment of the interest and principal of three and a half millions income bonds, the amount due creditors other than the Pennsylvania Railroad and the Pittsburgh and Erie Railroad, one-tenth of the gross receipts for freight to and from the Allegheny Valley Railroad, and over the Pennsylvania Railroad the Pittsburgh and Erie Railroad and the Northern Central Railroad. This one-tenth shall be placed with the trustees of the mortgage, one of whom shall be the Safe Deposit Company of Pittsburgh.

3. That for any deficiency in interest on the income bonds, by reason of the Allegheny Valley Railroad failing to realize a sufficient amount, the trustees shall apply (out of this ten per cent) a sufficient amount to pay the deficiency in interest, and the remainder shall be applied to the purchase of the three and a half millions outstanding bonds by advertisement.

4. The entire amount of income bonds under this trust shall be ten millions, of which a sufficient amount shall be used for the payment of existing debts at par, and out of the remainder the Pennsylvania Railroad shall be entitled to a sufficient amount at par, as may be necessary for her advances, and Pittsburgh and Erie Railroad Company for indebtedness due to it.

5. These bonds to run for twenty years.

6. The interest to be at the rate of 7 per cent per annum.

An agreement was drawn up on the basis of these propositions and signed by \$5,000,000 out of the total claims of \$6,300,000. The settlement may thus be considered to be effected on this basis.

A meeting of the holders of the consolidated bonds of the Oil Creek and Allegheny River Railroad was held in Philadelphia on the 18th inst., to consider the present difficulties of the company, and to agree upon a plan for reorganization. A letter from the president of the Allegheny Valley Railroad, John Scott, was read, suggesting as a basis of representation that the first mortgage remain at \$2,580,000; that the second or consolidated mortgage be converted into preferred stock, at \$1,100,000; that the floating debt, \$368,000, be also made preferred stock, and that the capital be \$4,959,000. A committee was appointed to co-operate with the trustees of the consolidated mortgage, and the meeting adjourned to October 13.

The Tuscarawas Chronicle says that the twelve miles of railroad between Marietta and Parkersburg has come under control of the Marietta, Pittsburgh and Cleveland Railway, and hereafter will be operated by that company. The southern terminus of the road is now Parkersburg, between which point and Canal Dover Railroad communication is established without change of cars.

Railroads of Colorado.

Work has been commenced on the section of the Pueblo and Salt Lake railroad, which is to extend from Pueblo, Col., east to Las Animas, the terminus of the Arkansas Valley Branch of the Kansas Pacific Railway. The length of road to be built is about 85 miles. From Las Animas to Carson City, Col., is about 56 miles.

It is said that work on the line of the Colorado Central Railroad, to Julesburg, is soon to be resumed. A section of this line from Golden Junction to Longmont, 39 miles, has been in operation some time.

The branch, or extension, of the Denver and Rio Grande Railway, eight miles in length, from Labran, Col., on the Canon Branch, to Canon City has been completed, and trains are now running from Denver to Canon City. The company has 163 miles of road in operation.

The Denver, South Park and Pacific Railroad is completed from Denver, Col., southwest to Morrison, a distance of 15 miles. The road is to be extended to Fairplay in the South Park and thence into southwest Colorado. It is 3 feet gauge.

At the annual meeting of the stockholders of the Atlantic and Pacific Railroad company in this city on the 19th inst., the following Board of Directors was elected for the ensuing year:—Andrew Pierce, Thomas T. Buckley, Joseph Seligman, Andrew V. Stout, William H. Coffin, Clinton B. Fiske, David Salomon, Cornelius J. Bergen, James D. Fish, D. R. Garrison, Charles P. Chouteau, Thomas W. Pierce and Henry F. Verhuven. The new board organized by electing Andrew Pierce President and General Manager, D. R. Garrison, of St. Louis, Vice President, and Clinton B. Fisk Treasurer.

The Chester and Delaware River Railroad company is about to build the extension of its road from Chester Pa., northeast to Ridley Junction on the line of the Chester Branch of the Philadelphia and Reading, the old line of the Philadelphia, Wilmington and Baltimore. The distance is about four miles. The contract for the pile bridging, of which considerable will be required, has been let to Messrs Powell & Son of Philadelphia.

A survey and map of the new Delaware and Bound Brook Railroad has been filed in the office of the Secretary of State at Trenton, New Jersey. The road commences at a point on the Delaware River below Yardleyville, and runs thence to a point on the Central Railroad distant nearly two miles west of the station at Bound Brook on that road.

The Chippewa (Wis.) Herald is informed by Messrs. McDougall and Riley the contractors for the Chippewa Falls Railroad, that the road between Chippewa Falls and the West Wisconsin depot at Eau Claire will be ready for the iron by the 25th of October, and if the iron is secured by that time cars will undoubtedly be running in November.

Four locomotives, designed for service across the Illinois and St. Louis Bridge, and through the Tunnel, have recently been constructed at the Baldwin Locomotive Works, in Philadelphia, and are now on their way to St. Louis.

Columbus and Toledo Railroad.

Those having charge of the interests of the Columbus and Toledo Railroad company expected to let the contracts for grading in September next, but some delay has attended the procuring of contracts for the right of way, and the letting of grading contracts is therefore necessarily delayed. Hon. N. Hatfield, of Wood county, has been devoting some time to the work of procuring right of way, and we believe this has about all been secured between Fostoria and Walbridge, a station on the Toledo, Tiffin and Eastern road near this city. Beyond Fostoria, we understand, there are still some unsettled claims for right of way, all of which will be disposed of as speedily as possible. The road will doubtless be ready for the cars by the fall of 1876.—*Toledo Blade*.

The New-Orleans Times of the 18th inst. says: "The Louisiana State Funding Board began work last Thursday, seemingly in earnest, having received for conversion 228 old bonds, chiefly red-back bonds, which were examined and canceled Friday, and new consols issued in exchange for same on Saturday. The first coupon of interest due July 1 on each of the bonds was paid by the Treasurer on demand. A considerable amount of taxes for current interest has been collected, and there seems to be no reasonable doubt that the interest on the new bonds will be promptly and regularly paid. We trust the work will now proceed without further interruption."

The Woodland (Cal.) Mail says: "The locating agent of the Central Pacific Railroad Company returned a few days ago from an official visit to the Colusa line above Dunnigans, and undoubtedly work will be commenced at an early day on the branch road from Woodland to Colusa. The right of way has been secured by all the land-owners on the route except five or six, and they are only waiting for developments. We understand from good authority that the bridge which is to span Cache creek, near Cacheville, is already framed at Vallejo, and will be put in place just as soon as the work of grading and laying the track reaches that point.

The Marinez Gazette says: "The Central Pacific Railroad Company has again put a corps of engineers in the field for a resurvey of what is termed the air line route from Sacramento, crossing the middle ground of Suisun bay, from the north side to a point on this side above Bay Point. This line was surveyed and soundings in crossing the bay taken some two years ago with much care and accuracy by a corps under Engineer Guppy, who has also charge of the survey now to be made."

Railway carriages to the value of \$260,568 were imported into Canada from the United States during the fifteen months previous to April, 1874. Importations of horse cars during the same period amounted to \$21,448. To these sums a duty of fifteen per cent must be added to give the total cost.

Along the Portsmouth branch of the Marietta and Cincinnati Railroad, from Hamilton to the Ohio river, a distance of 56 miles, there are 23 iron furnaces, and most of them are now in blast.

One hundred and fifty men are employed in laying the rails from Berlin to the terminus of the Wicomico and Pocomoke Railroad.

Steam on the City Railroads.

The Atlantic Avenue Railroad Company of Brooklyn, has been authorized to use steam in place of horses for street travel for a distance of four miles north from East New York. It is understood to be the intention of the company to apply the authorized steam power by means of dummy engines or fireless locomotives patented by the Ammonia and Thermo-specific Propelling Company of New Orleans. A dozen or two of these engines are said to be in use in New Orleans, and the number is to be increased. In Chicago some of them have been put to use. The full charge of steam required is two hundred pounds, and one charge will be sufficient on a level track to run the engine twenty miles. The locomotive can be easily changed in 2½ minutes, and only one person is required to manage it. Stoppages can be made every two or three blocks with ease. One or two cars to each locomotive will be the average. Last March the Common Council of this city adopted an ordinance permitting the use of steam on any of our city railroads, and it is quite probable, if the Brooklyn experiment should prove a success, it will lead to the adoption of such a system of locomotion on here. Some capitalists are understood to think favorably of the plan.

Burlington, Cedar Rapids and Minnesota Railroad.

Mr. George Greene, President of this road, in his report dated May 15, 1874, says:

"You now have over 400 miles of road, exclusive of side and transfer tracks, in successful operation. Last spring (1873), we had some 75 miles of road nearly graded, and about 100,000 ties, and a large amount of materials for bridges and culverts on hand. Notwithstanding financial difficulties, the Milwaukee extension was completed, and large and valuable additions were made in side tracks, equipments, station buildings, water tanks, machinery and fencing. All the work has been done in a thorough and substantial manner. The track being laid, except the first twenty miles, with the fish-plate rail, is remarkably smooth. The new portion of the line has been open so short a time that a satisfactory statement of the returns to be expected from the entire property cannot yet be given. For the purpose of showing the working capacity of the road, a small amount of construction account (less than \$8 000) was added monthly to the earnings during the process of construction up to October 1, 1873, since which time the earnings, as reported, are the actual proceeds of regular traffic. The earnings for 1874 are estimated at \$1,500,000. The company now own 29 first-class locomotives, 1 first-class switching locomotive, 556 box and cattle cars, 188 coal and platform cars, 14 first class passenger cars, and 18 other cars for traffic. The work of construction has been entirely discontinued, and will not be resumed until existing liabilities are liquidated, and the market value of the bonds advanced to at least 5 per cent."

Peru has decided to construct a railroad from the Port of Payta to Plura, a distance of 68 miles. The Bank of Peru is to advance \$300,000, and the firm of Bryce, Grace and Co., of Callao, has received a deposit of £200,000 in Peruvian bonds, and will at once advance the necessary funds for purchasing materials.

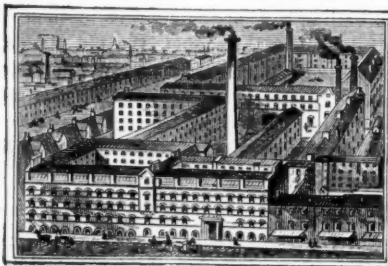
The number of railroad cars in use in the United States is given at 359,979; and of locomotives, 14,167. In Canada there are 13,980 cars and 774 locomotives.

The Philadelphia Ledger reports the total anthracite coal tonnage for the week ending August 15, at 386,942 tons, and for the coal year 10,999,303 tons against 11,848,896 tons to corresponding time last year, being a decrease of 849,593 tons. The bituminous tonnage for the week is 77,813 tons, and for the year 2,020,492 tons, against 1,982,923 tons to same time last year, giving a total of all kinds for the week of 464,755 tons, and for the year of 13,049,795 tons, against 13,781,819 tons to same time last year, being a decrease of 762,054 tons.

The Baxter line have now six steam canal boats running between New York city and Buffalo. They have a carrying capacity of about 200 tons each, and make the trip each way in about six days. Allowing for one day at each terminus, the round trip is made in fourteen days or two trips a month. This is double the speed of the horse boats, they averaging but one trip a month. During the winter these boats will be run on some of the Southern canals. They are already playing a very important part in solving the problem of cheap transportation.

Fried, Krupp, the celebrated iron master and steel maker of Prussia, has just bought in the Basque provinces of Spain a vast body of iron land containing four hundred and forty-four iron mines, four mines of coal, and five great founderies and workshops which he proposes to devote to the construction of iron ships of war. He has built a railroad about fourteen miles long to transport the metal to the coast of the Bay of Biscay.

The Des Moines and Minnesota Narrow Gauge railroad is completed to Ames, on the Chicago and Northwestern railroad.



Manufactory of the Spencerian Pens, Birmingham, England.

SWAN QUILL Action!

SPENCERIAN

STEEL PENS.

These Pens are comprised in 15 numbers; of the NUMBER ONE PEN alone we sold more than

5,000,000
in 1873.

and the sale is continually increasing.

They are of superior English make, and are justly celebrated for their elasticity, durability, and evenness of point. For sale by the trade generally.

To accommodate those who may wish to try these Pens, we will send a Sample Card, containing all of the 15 numbers by mail on receipt of 25 cents.

IVISON, BLAKEMAN, TAYLOR & CO.,

136 & 140 Grand Street, N. Y.

Quicksilver Mines.

Colusa County, California, from all accounts, is about to divide the honors with Santa Clara, Sonoma, Napa, and other quicksilver producing counties, in the extraction of valuable ores. The Colusa Sun of August 1st, says: "Both the Buckeye and the Elgin continue to take out quicksilver with their retorts. The latter sent down eight flasks last week. The castings for the furnace of the Abbott mine have all been made, and most of them will be at the Colusa wharf by the 3d instant. The brick will be ready for delivery by the 10th, and by the 10th of September the furnace will be ready to turn out from 500 to 1,000 pounds of quicksilver a day."

Iron Bridges, Pivot Bridges,

AND

TURN TABLES.

F. C. LOWTHORP,
CIVIL ENGINEER,

Patentee and Builder,

78 E. STATE-ST.,

TRENTON, N. J.

The American Wood Carbolicizing Co.

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Robt Harris, U. S. & Q. R. R. Prof. Stillman, Capt. Eads, Gen. Cram, Gen. Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.

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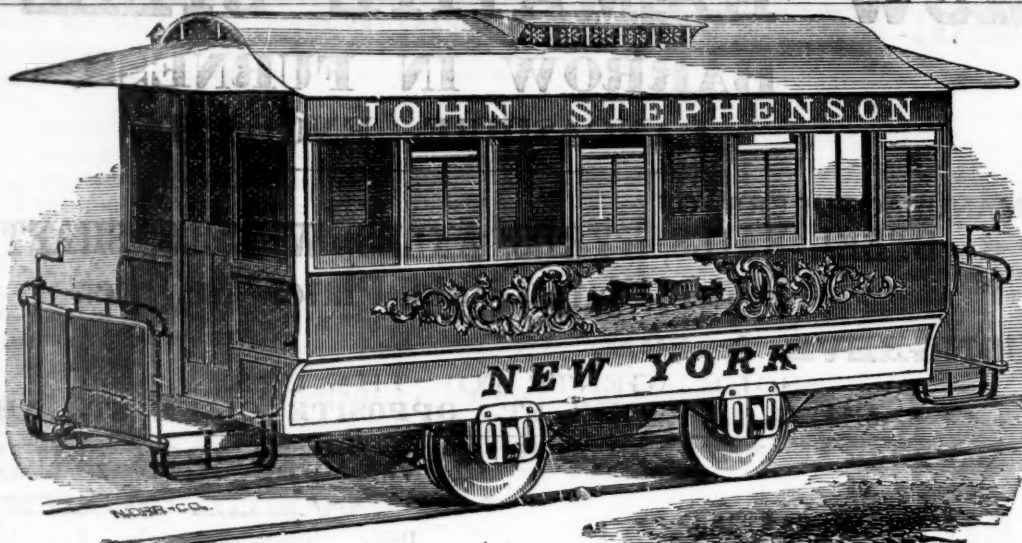
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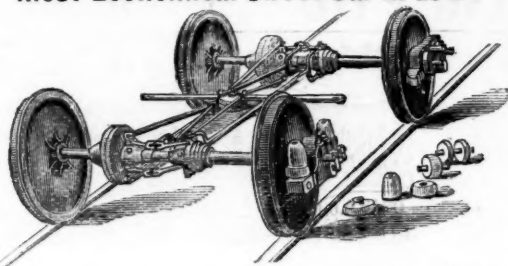
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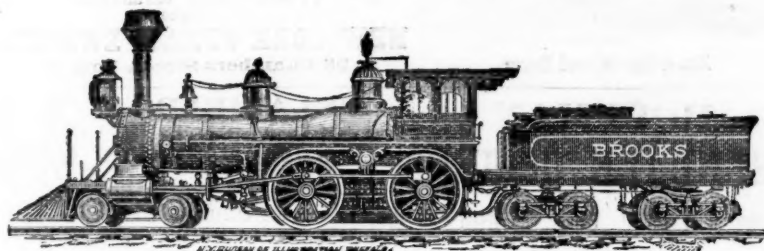
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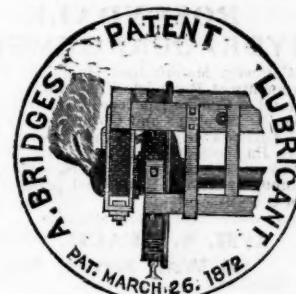
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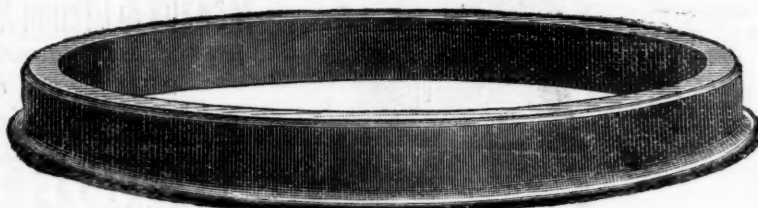
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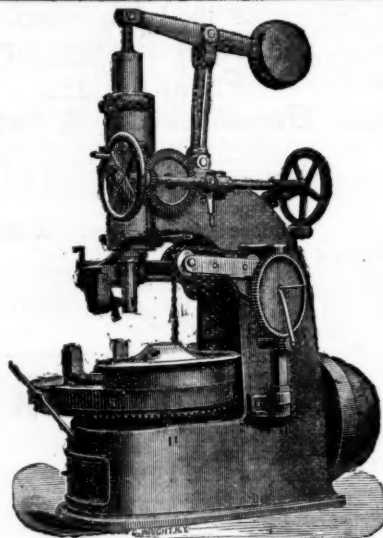
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